HONGKONG · WEEKLY

PRESS,

with which is incorporated the CHINA OVERLARD TRADE REPORT,

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Hongkong, 3rd October, 19 6

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BARGAINS! Kindly note that the above Articles are suitable for presents for Christmas and New Year. Inspection earnestly solicited. D. CHELLARAM. 2. D'Aguilar Street. Hongkong, 1st November, 1906.

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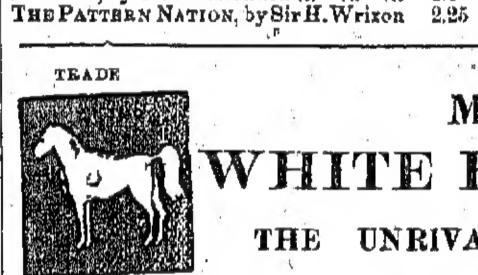
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Hongkong, 20th September 1905. "[1751

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ESTABLISHED A.D. 1841.

Hongkong, 2nd November, 1906.

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should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor. nut for publication but as evidence of good faith. All letters for publication should be written on on side of the paper only.

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BIRTHS. On October 20th, at Chefoo, the wife of V. Eckroich, of a son. On October 29th, the wife of G. A. TISDALL. Russo-Chinese Bans, Newchwang, of a son. MARRIAGE.

CANNING to ELEANOR MARY (Sissy) Barry.

On October 31st, at Shanghai, Lioner Epital

BUNGKONG OFFICE: 10a, DES VŒUE ROAD U LONDON OFFICE: 131, PLEET STREET, B.C.

HONGRONG, NOVEMBER 7TH, 1906.

Ir the recent statements by Mr. PUTNAM WEALE as to the condition of affairs in the Russian Far East cannot be accepted by al with absolute confidence - and he has his critics-confirmation of a wholesale nature has lately been provided by the Russian newspaper Novoe Vremya, which no one can expect to be troubled with either pro-Japanesa or anti-Slav tendencies. In a recent leading article, it made statements almost identical with many of those we lately quoted as emanating from the brilliant author of the "Reshaping of the Far East". Trade and manufacture in the Primorski region, i our Russiau - contemporary has stated absolutely undeveloped, so far as Europeans understand the term. Its undoubted natural riches are practically untouched, and the country remains almost in its primitive condition. In fact, the Power Vrenga admits, "during all the time that it has had control of the Primorski region, our Government has made no serious attempt to colonize it and to increase its material prosperity. On the contrary European Russia continued up to 1900 to send thither the refuse of its criminal population—hardly a good method of raising the intellectual and economical level of the country. commercial policy was characterized routine, and by a complete ignorance

conditions, thanks to which the Government continually swung from a high tariff to free trade and up to the present if has not made up its mind as to which of these systems it shall adopt. This want of decision on the part of the Government has, of course, a bad effect on local trade and oach. commerce "> Mr. WEALE concluded that Russia had no Far Eastern policy at all at present. The domestic disorder in European interests so far away, and local jentousies, coupled with a general pessimism among The disheartened officials on the spot, we're lagainst any consistent attempts at governing and developing these tich regions which Russia has annexed but never! yet assimilated. The translation of the Russian comments referred to indicates That there is, however, more than discuss a question closely affecting the commercial interests of these parts. It appears that notwithstanding the pre'sure of graver affairs at home, the Far East has not been overlooked at St. Petersburg. which indeed we might have fairly assumed from the evident control maintained by the bureaucracy over the powers of the Minister at Peking, who finds himself much in the same situation as some of our Colonial Governments have lately done under a ColonialOffice that can boast or the energetic assistance of a Winston Chunchill. special commission has been sitting at the Russian Ministry of Trade and Commerce to consider the to be or not to be of maintaining in peace the free-trade policy considered desirable during the war. The Novoe Vremya is for free-ports, arguing that as there is at present and local industry to protect, protective tariffs will merely check the development that is so desirable " and necessary. It might be helpful once that development gets a fair start, but neither before the birth of industry, no after it resches robustness, can four con temporary see that protective tariffs at. Mauchurian or Siberian ports would be anything but harmful. It says protection only does harm to a sufficiently developed industry, for "it tends artificially to raise the price of all products, making the cost of living greater and at the cune time depriving traders of an invaluable impulse. towards improved production. In this weeks ago, and shown clearly that the C.P.R. excess of protection lives the old sin of our bureaucracy, a sin which has cost the country very dear". Fiscal revenue ought to occupy the secondary place. Experience has shown that Siberian producers need cheap materials from abroad; manufacturers of grossly misreported by the Canadian papers. matches, soap, &c., are continually asking the Ministry of Finance for relates indispensable materials imported from abroad. The Novoc Vremya, vainly readers some time ago. we fear, tries to allay the doubts of the Moscow and Lodz manufacturers, who dread foreign competition. It avers that under free trade Russian goods held their own against foreign; and that the latter actually entered more freely when a tariff barrier was erected. There we fancy the Russian journal has been misled by studying values instead of quantities, for the foreign imports it quotes are expressed in rouble terms, 3,772,672 roubles' worth in 1900, 6,470,561 roubles in 1901, and 19,999,004 tion, as far as possible, of peace conditions to roubles in 1902. Then also, the increase of smuggling caused by the high fariffs was bound to affect the imports from European

The Vulcan Ironworks, Ltd, at Shangha have paid a dividend of Tls. 50 per share.

value from fifty-seven millions to thirty-

eight millions. "In any case", concludes

our contemporary, "the interests of the

local population should be considered before

these subsidy- and rebate-fed manu-

facturers at home". Other merchants who

wish to introduce their goods at southern

ports will prefer that Vladivostock should

go back to protection.

Another list of subscriptions to the Typhoon Relief Fund, bringing the total received up to \$262,452.39, will appear in to-morrow's issue.

The Echo de Chine had telegraphic information that the French submarine Lutin which sank in six fathous in Bizerta barbour, has been found, and the bodies of the crew recovered

Circuit Court, ordered the San Francisco Board of Education to show cause by November 5th why Iyasuhara, a Japanese pupil, be not reinstated in the Pacific Heights-Grammar

The Chinese gunboat and dispatch-boat Chunko got badly ashere on October 31st on Middle Bank, North Whangpoo Channel. Tugboats and lighters were sent to her assistance by the Shanghai Tug and Lighter Co., but the work of refloating is likely to take some time on account of slack tides.

According to a Tokyo dispatch, the Nippon Yusen Kaisha intends opening a service between Yokohama and New York, via the Suez Canal. The dispatch states that the six vessels now employed in the European service are to be transferred to the New York line, and their places taken by six new steamers of 8,000 tons

A college for forestry will be established, says the Japin Herald, at Mukden with Prof. Imagawa as President. It has been promoted Russia had disheated the overseership of by Mr. Kojima, Director of the Lumber Office at Mukden, for the promotion of lumber industry on the Yalu, and seconded by influential Chinese, the Tartar-General of Mukden having promised to subscribe 150,000 year towards its

Another successful organ regital was given by Mr. 'enmac Fuller in St. John's Cathedead | ing her. The steamer had apparently sustained last evening before a fair attendages of music | no damage and was able to continue her voyage lovers. The organist's interpretation of the several works of the musters was sympathetic one policy, and the writer proceeds to and artistic. The audience continuty graded the Rev. M. Longridge for his two soles, and Master McKelvey used a pleasing voice to perfection in the solo "Angels ever bright and fair." '-The programme, (which we published \$esterday), was thoroughly enjoyed. during her first attempt to tow off the stranded

> Mr. Shaw, Secretary for the U.S. Treasury, has issued a circular to the public, stating that he will for some time discontinue making deposits of gold bullion, in order to facilitate the importation of gold, which had been checked owing to the rise in the Bank of England discount rate: His prompt action in this respect has consecha great stimulation in the circulation of bank notes, and it is believed a critical situation has been avoided. The New York money market has stendied som what since the action of Mr. Shaw.

> It is reported from Peking that in deference to the strong bostile feeling expressed by people in the North on the subject, the Waiwupu has sent instructions to H.E. Wang Ta-bsi, Chinese Minister to the Court of St. James, to protest against the recent legislation of the Transvas Colonial authorities requiring all Chinese working on the Rand and other parts of the Transvast Colony to be registered and their measurements taken according to the Bertillon system, as if these subjects of the Imperial Government of China were so many criminals instead of being honest, humble labourers, working for a living away from home."

A copy of the shipping journal Phosein has cen sent to us, in which that weekly organ deals faithfully with a typical example of the wild statements that were made at first with regard to the Suez and Canadian Mail routes. Having in its correspondence and leader columns fully explained the misunderstanding while nobly beating its own previous record does not even profess to lower the romarkable times achieved by the Sucz mail lines, the Duity Press need not go over the ground again. It seems evident, however, that Mr. Piers, the manager of the C.P.R., must have been He is very un itely to have said that the fastest time via Suez and overland was 35 days. Thirteen years ago the P. & O. had reduced the record to 21 days, as we reminded our

A special Aray Order states that it has been decided to adopt in time of war a system of office work whereby an officer commanding a unit in to field will, as far as possible, be relieved of clerical work by the officer in charge of a base record office. Similarly, in peace, an officer in charge of records will relieve the officers commanding the units which are affiliated to his record office of all clerical work that can be carried out in the record office. The principles on which office work should be based in time of peace are as follows: (i). The assimilathose of war. (ii). The relief from responsibility for clerical work of officers commanding units which will allow them more time and more opportunity for the exercise of their proper Russia, which in the same years dropped in functions of command. (iii). The compilation of statistical information by an officer specially appointed to maintain the records of the units affiliated to his office. To caable the commander of a company, &c., to meet the greater demands which are now made upon him by the devolution of responsibility, it is necessary that he should have a book in which information concerning men of his company, &c., is easily available.

Those who had the pleasure of attending the concert at the Peak Hotel on Monday night speak in the highest terms of the artistes. Herr and Madame Marquardt enchanted everyone with their performances. The harp, an instrument always associated with romance and the finer sentiments, proved in the hands of Madama Marquardt as soul stirring as the scriptures and the classics lead us to believe it was in the olden days. The beautiful melodies roused the enthusiasm of the auditors, and gifted harpist had to comply with several encores. In his various selections Herr Marquardt showed what a wonderful power be Judge Wolverton, in the United States possessed with the violin, and his brilliant execution charmed his hearers, who asked for a repetition of several of his solos. Mrs. Newborn's soprano voice was heard to great advantage in both her numbers. "Ave Maria," with harp and violin accompaniment, was exquisitely rendered, as was also Tosti's "Good-bye." On both occasions she gratified the audience with an encore. To say that Mr. Geo. Grimble was a success in the role of pianist is to state the obvious, but it is fair to to add that he contributed much to the success of the concert and the entertainment of the

We are advised that the American Consulate has received the following typhoon warning :--" Manila Observatory 10 o'clock a.m. Cyclone North Yap island, Western Carolines. Direction unknown."

The Shell Company's tank-steamer Volute, while conveying 5,000 tons of keresene oil to Hankow, stranded on October 27th about twenty miles below Nanking. In reply to her signals Captain Ching Pih-kwang of the Imperial Chinese cruiser Haichi went to the Volute's assistance and sudeavoured for nea ly five fronts to tow her off. Eventually the Haichi's hawser broke and she wa obliged to proceed on her way to Nanking, in order not ordelay the arrival of H. E. Viceroy l'unn Fang who was on board. After landing the new Vieroy at Nanking, Cap ain Ching Pili-kwang returned o the Stranded Volute and succeeded in reflex . to Hankow. "he riendly and prompt assistamonof the Chinese cruiser prevented the Volute from remaining aground possibly for a consider: able period, and it was felt, says the N.-C. Daily News, that thanks were due to . F Vicercy Tuan Fang for his ready assent to the Highl being delayed for so many hours

> SUPREME COURT. Tuesday, November 6th.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUISSE JUDGE).

CLAIM FOR HIRE. The Kwong Hing firm sued Chan Shu to recover the sum of \$200, being as to \$100 part thereof for the return of money deposited with the defendant as birgain money for the hire of defendant's cargo boat No. 693, and as to the remainder being the amount of damage defendant agreed to pay the plaintiffs on his failure to deliver the said cargo boat.

Mr. F. X. d'Almada e Castro appeared for plaintiffs, and Mr. J. H. Gardiner (of Mr. O.

-D. Thomson's-office)-for-defendant: Mr. Almada, in opening, said, the plaintiff firm carried on about three million dollars' worth of business yearly, and required a considerable number of hoats. After the typhcon, some of their cargo boats were damaged and the firm employed a broker to arrange to hire Messrs. Perforate and Elphinstone's Tipeat, some. This man arranged with defendant on terms of \$300 a month, and a deposit of \$100 was raid. While that was being paid the defendant agreed with the plaintiffs that if he did not deliver the cargo bost on the following day he would pay \$100 as damages.

After hearing the evidence his Lordship reserved judgment. PARTNERS QUARREL; AND CREDITORS

Four actions were brought against Cheng Teai and Cheng Lai, partners in the Chun Shing firm, in which the following firms sought to recover the amounts hereafter stated: -The In Ring Loong, \$394.33; the Wing Cheung Loong, \$55,90; the Kwong Cheong Loong, \$96.15; and the Kue Cheong Loong, \$268,76.

Mr. Otto Kong Sing appeared for all the Mr. Ring's Ills, 155, (Mr. Vida) ... plaintiffs, and Mr. Steavenson (of Mesers Dencon, Looker and Deacon) represented the second defendant in each action.

Mr. Steavenson informed his Lordship he was not prepared to defend as the two partners had quarrelled, and he was unable to get them together to find out whether the amounts claimed were owing or not. He would therefore consent to judgment on behalf of the second defendant.

His Lordship gave judgment and costs to the plaintiffs in each action.

ACCIDENT TO THE GOVERNOR.

On Monday His Excellency the Governor had the misfortune to be thrown from his pony while | wave, has done much damage in the Riviera. playing pele on the Polo Ground. He fell on his face, which was severely cut, but fortunately he received no other injury. Yesterday it was ascertained that although confined to his room he was much better.

THE ROYAL HONGKONG GOLF

I he monthly competition for the Captain's Cup and May Cup were held at Happy Valley from the 3rd to 5th November, 1903. The following

returns were made :-

Lt. R. M. Crosse, R.G.A... 88 - 7 = 81Mr. T. B. Norrie Hon. Mr. F. J. Badeley 91 - 10 = 81 Hon. Mr. W. J. Gresson 94 - 12 = 82 97 - 9 - 88 Mr. T. C. Gray MAY CUP. Mr. F. Paget Hett \dots 100 — 18 = 82 Mr. P. Tester 105 - :3 = 82 Major H. Broke, R.E. ... 100 - 17 = 83 Mr. J. R. Wood 105 - 18 = 87 * Lt. C. B. Down, R.G.A., 82 - 4 = 79 Lt. R. M. Crosse, B.G.A., 90 - 10 = 80 Mr. H. T. Butterworth 93 - 12 = 81 E. J. Grist ... Hon. Mr. W. J. Gresson 94 - 12 = 82 Mr. A. Brooke-Smith ... 93 - 9 = 84 Mr. T. C. Gray ... 97 - 9 = 83 + Winner of Captain's Cup.

Tie for May Cup. * Winner of Pool.

The next competition, for the Robertson Farewell Cup, will be held at Happy Valley from the 10th to 12th November, 1906.

LATEST STEAMER MOVEMENTS.

The M.M. str. Ernest Simons, with the next French mail, left Singapore on Monday, the 5th inst., at 4 p.m., for this port via Saigon. The J.-C.-J. Lijn str. Tjimahi left Macassar for this port on the 5th inst., and may be expeoted here on or about the 13th inst. The str. Lightning, from Calcutta, left Singa-

pore on the 6th inst., a.m., and may be expected here on or about the 11th inst. The P. & O. str. Peshawur left Singapore for this port on the 6th inst., at 10 a.m.

TELEGRAMS.

"DAILY PRESS" EXCLUSIVE SERVICE].

SHANGHAI RACES.

SECOND DAY,

SHANGHAI, November 6th. To-day's racing was favoured with milder weather and some sunshine. The attendancewas therefore large

NORTHERN CUP, Tls. 250, 1 mile, 28 entries. Mr. G. H. Pott's Heather King, 158 ... (Mr. Cumming)

Mr. Copenhagea's Cosmopolitan, 155, Mr. Neshapis Phone, 155, Mr. Krener) ... Time Pm. 31-2 5s.

Chana Cur, Pis. 259, griffins only, one mile, tit entries. Mesers, Common and Robson's Mark Time:

158, (Mr. Burkill) Mr. Mariu's Angelius, 152, (Mr. Mayerink) r. Quebec's Ravie, 152 (Mr. Comming) ... Time 2 m. 6-1 5s.

SHANGHAI STE LEGER, Tls 750, for 199 runners, 17 miles, 33 entries. Mr. Boverly's Brockton, 157, (Mr. Hayes)

Mr. Buxey's Triumph Rose, 157, (Mr. Cox). 2 Mr. H. Morriss' Heathfield, 152, L.F. (Mr. Burkill)

Won by a length. Time 3 m. 47-2 5s. PAGODA Cur. Tis 250, griffins only, sevfurlongs, 59 entries.

Mr. G. H. Pott's Northern King, 152. (Mr. Burkill) Mr. Quebec's Ranic, 155; (Mr. Cumming)... Mr. John Peel's Bedale, 152,

(Mr. Johnstone) 3

Time 1 m. 48-3/5s. SHANGHAI STAKES, forced entry of Tls. 5, Tls. 100 added, winner 70 per cont. 13 miles, 137

Mr. Robson's Livender, 158, (Mr. Back(II). Mr. Mariu's Argente, 145, (Mr. Meyerink) Mr. Quel sels Codrie, 158, Mr. Cumming) ... Time, 3 m. 16-1 5s.

BACING STAKES, Tls. 250, for 1996 runners, 11 miles, 34 entries,

'Mr. Morriss' Heathfield, 160, (Mr. Burkilly, 155; (Mr. Campbell) Mr. Copinhagen's Cosmopolitan, 169,

(Mr. Moller) 3 Time, 2 m. 41-4/5s. LLAMA MIAU STAKES, Tls. 250, 17 miles, 24

Mr. Durgor's White Blaze, 155,

(Mr. Crighton) Mr. Fas' Comanche, 158, (Mr. Moller) Mr. Nephew's Minheimer, 152, (Mr. Hayes) Time, 3 m, 51-4/5s.

SYCHE STAKES, Tls 250, griffins only, miles, 49 entries.

Mr. Ashford's Moriak, 155. (Mr. Dalgleish) Mr. Quebeo's Rurie, 152, (Mr. Cumming) ... Time 2 m. 44-1/5s.

SICCAWEI PLATE, Tis. 250, 11 miles, 34

Mr. John Peel's Ard Patrick, 155,

Time, 2 m. 43-4/5s,

J (Mr. Johnstone) Mr. Quebec's Cellié, 161, (Mr. Meyerink) ... Mr. Quebec's Cedric, 158, (Mr. Cumming) .

[REUTER'S STRVICE.]

THE STORM IN THE RIVIERA.

LONDON, November 4th. A great storm, accompanied by a tidal with behaving in a disorderly manner. Nine torpedoes have been wrecked at Toulon, and the shipping has suffered

THE BOROUGH ELECTIONS.

LONDON, November 4th. The elections for the Borough Councils in England show a sweeping victory for the Moderates. In London the Progressives and Labourites were everywhere routed:

NORTH POLE EXPLORATION.

LONDON, November 4th. Advices received at Hopedale, Labrador, state that the explorer Peary is returning, after having reached 87.6 deg, the furthest north yet achieved. ___

THE GOVERNORSHIP OF NEW YORK. LONDON, November 4th.

The campaign for the Governorship of New York surpasses all previous elections for passion and vehemence.

President Roosevelt, being unable to personally participate in the [election for] Governorship of New York, has commissioned Mr. Root to declare that the election of Mr. Hearst will injure and discredit. honest labour and honest capital. Mr. Root denounced Mr. Hearst as a deliberate demagogue, an exploiter of sensationalism, an apologist for the murderer of President McKinley, and an upstirrer of useless discontent. After Mr. Root's speech, the betting on Wall Street in favour of Mr. Hughes, advanced to 4 to 1.

WIRELESS TELEGRAPHIC CONVENTION.

London, November 4th. The Wireless Telegraphic Convention has been signed. It is understood that the British Delegate is satisfied with the results and believes that naval interests are fully safeguarded.

THE BOROUGH ELECTIONS.

LONDON, November 4th.

Mr. Balfour, in a speech in London, on the Borough Council elections, said that the results showed the country, was, beginning to see through, the platitudinous pretences' div which the Covernment obtained office.

N.-C. Daily News Service.

AMERICA AND JAPAN.

Tokyo, October 31st. Wind may be termed the phase in the anti-Jan mese agitation in San "rancisco which led up to the bayeatt of Japanese restaurants is at an earl, but the Japanese residents have petitioned the Governor of California to protect their school-children against the outrages of persons who regard them as outside the protec-

Tokyo, November 1st. At President Roosevelt's urgent desire the local authorities at San Francisco liave withdrawn the measures taken to secure the corregation of Japanesoschool children. At the same time they maintain that those measures were based on logal grounds and were in accordance with the laws of the State of California Over a hundred Japanese children immediately

began to attend the American schools. President Roosevelt has wired his thanks to the Mayor of San Francisco and congratulated him on the happy termination of the dispute.

MR. W. E. CRAIG'S DEATH.

ANOTHER CASE OF SUICIDE.

It is officially reported that the death of Mr. W. E. Craig, of Messrs, Roiss and Co., which was announced in our previous issue, was due to suicide, by cutting his throat with a razor in his bathwoom. There was no apparent reason for this rash act; from inquiries the police have made, he was not in financial difficulties; and, as we have already stated, he was on the eve of a happy and long looked for marriage. It is thought that his attack of dengue fever must have affected his_brain. An inquest, however, is to follow in due course

> POLICE COURT: Tuesday, November 6th.

BEFORE MR. F. A. HAZELAND (FIRST POLICE MAGISTRATE).

COMMISTING A NUISANCE. The manager of Messrs. Price and Co.

proceeded against a native for committing an obnoxious nuisance. On hearing the evidence his Worship imposed a fine of \$5, and warned defendant that if he .. appeared again on a similar charge he would be

Before Mr. C. D. Melbourne (Second.

Police Magistrate). ANCHORING IN THE FAIRWAY. The master of the s.s. Nissim Maru was fined

fined \$100.

\$25 for anchoring his vessel in the central fairway A DISORDERLY MARINE. Considerable excitement prevailed in Queen's

Road Central on Monday night when a marine from H.M.S. Kent took possession of the rondway, flourishing a sword stick, He refused to pay his ricsha hire, and was creating such a commotion that the police considered it advisable to arrest him. He was charged with refusing to pay hire, and On the first charge his Worship ordered the

defendant to pay the ricela coolie 20 cents compensation, and on the second, imposed a fine

SIEALING A TYPEWRITER.

While the secretary of the Oriental Construction Company was away at Canton, one of the Company's clerks and another European had a jollification in Hongkong. As funds would not hold out, however, it appears that a consultation was held as to the means of procuring more money, the result being that the clark decided to pawn the Company's typowriter. The typewriter was accordingly paward by the second defendant. and the \$50 advanced on it was soon spent. When the Secretary of the Company returned

both typist and typewriter missing, and as a result of subsequent inquiries, the two defendants were arraigned on the charge of larceny. After hearing the evidence his Worship sen

to Hongkong on Monday morning, he found

tenced the first to three weeks' imprisonment and discharged the second.

WEATHER REPORT.

The Hongkong Observatory yesterday i sued On the 6th at 12.25 p.m.—The barometer has fallen over N. Chine, and risen slightly at most of the other stations. The depression, which may be slowly filling

up, appears to be almost stationary to the S. or S.E. of Formosa The high pressure area remains central over the continent to the North of the Yangtze. N. and N.E. gales will continue in the Formoss Channel and the N.E. part of the

China Sea.

Hougkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches. The forecast for the 24 hours ending at noon to-day is as follows :-

Hongkong & Neighbourhood } fresh; fair. Formosa Channel ... N.E. gales. South coast of China between } Hongkong and Lamocks | strong. South coast of China between Sameas No. 1. Hongkong and Hainan.

MARINE COURT.

BURNING OF THE S. S. "HANKOW".

A court of inquiry to investigate the circumstances connected with the burning of the British steamship Hankow sat at the Marino Court yesterday. The inquiry was held at. the request of Captain Branch, master of the Hankow. The court had for its members --magistrate; Lieut. H. Butterworth, H.M.S. Tamar, Mr. Fdward Bodham, master of the British ediannship Amica,

The letter from Captain Bravel collisis to the inquiry and the authority from H.E. the Gavern r for culling the's mert were read -

's The Passident said he proposed as the vegage from Cantan was uneventful that the Court should make searching inquiry, first & but of the conduct of the officers after the fire was reported, secondly, into the fire arrangements; of the so. Hankow, thirdly, into the stowage of eargo on river steamers; and, fourthly, into the general fire arrangements of river sterm is with a view to making sugar stillus the reen.

Captain Branch, the first witness; beginne described the voyage from funton on the night of the 13th October, said that after making fast as the wharf about ten minut spis' three, the two watchmen came farming at my the starfinged alloyway and reported that there was a line aft. To the chief officer he remarked "Clome, along thet's see what's the matter." They took two fire backets with them; and, on going aft, found the Chinese passengers crowding the gangway, both on the upper and lower decks . Argiving on the main deck he : saw the fire coming up from the midst of a pile of matting-both flames and smoke. He ordered the chief officer to couple sip the stema hose situated on the engine room casing. Witness remained below with the watchman and endeavoured to pull some of the matting down To got at the fire. Meanwhile the fire was spreading rapidly and he ordered the watchmen to remain there and regulate the passengers' and get them ashore quickly. This was at the main deck entraines. Spring the rapidity with which the fire was spreading witness went on On the shade deck he met the chief officer who reported that the engineers had been driven out

of the engine room by the smoke and were unable to start the steam pump. Witness told him to couple up the after hand pump, and noticing the chief enginer emerging from the ongine room, he asked him if it were possible to give them steam for pressure. The latter raplied that it was impossible because no one could go negg the engine room. Witness saw two lady passengers forward. They were very frightened. He wont up to them and they asked if there was any danger. He told them there was and put them on shore. Returning to the ship, he noticed that nearly all the first class Chinese passengers had left the ship. On gotting down to the fire, he found the flames had spread so rapidly that the whole of the upper deck was on fire, shutting off the approaches to the wemen's quarters on either side. The gangway was blocked with Chinese and he endeavoured to hasten their going ashere and prevent undue panie. Witness could not get ashore for the crush there and had to go on the upper deck, satisfying himself on the way that there were no passengers in the saloon. The fire had penetrated as far as the ladies' saloon on the upper deck and finding it was hopeless to remain on deck he forced his way ashore. He returned immediately in the

hope of saving his papers but without success. By the Court-How many passengers do you think went ashore on the arrival of the vessel and before the fire was reported?-About 190

Is it customary for the passengers, to remain

on board !- Yes. Witness added that there was a constant stream of Chinese passengers using the three

"gangways from the time they made fast. What are your fire a rangements when alongside the pier? How many pumps do you w rk?-It depends on the steam. There will always be sufficient to get pressure through the hose to cope with any ordinary fire, assisted by two Gossige's pumps with-lengths-of-hose sufficient to reach any part of the ship.

Do you ever consider it necessary to exercise your crew at fire stations?-No : it has never been done.

Have you any printed fire instructions in any conspicuous place on the vessel ?-None.

How do you expect your crew or officers to have any intelligent co-operation in the event of fire!-We carry a Chinese crew of 14. They are constantly changing, and we have strange hands on every trip. It would be extremely difficult to train men. In this instance they all left the ship in a body.

Surely you carry officers who do not change?-The second officers are changing every two or three months. Sometimes they only remain a week, being transferred t outside steamers.

The Harbour Master - I see the difficulty But surely it would be possible to have 15 minutes practice a week.

But what do you say to the question as to obtaining intelligent co-operation?-The officers are constantly in touch with the crew who are accustomed to use the hose.

And you think they would have sufficient cooperation to deal with a fire?-Yes.

Was it possible for any stewaway to get on --- the top-of-the-matting unnoticed and by carelessuess cause this fire !- Yes.

By Captain Bee ham-When you sent for the hose did it ever arrive?-No.

How many steam connections could you get in the event of fire!- We could couple up three connections.

What became of your Chinese crew?-I did not see them again till after the fire.

instance ?- I don't think they would.

effect ? No.

British stemmship Empress of Ladie; Mr. fire alarm and the crew huderstood they would stations on board, noither had his seen any fire Collin Harmah. British steamship Sorra budismissed if they did not fall in, would they drift. Morena; and Mr. C. J. Mattock, master of the have done so ?-No; in this instance I don't | Thomas Nesbitt, third engineer, said he had think they would.

> would be advisable with pass organion board to imposed noise; and, on gaing out, barried keep your of cricilight barning until they had that " live" had broken out. This was bert less hip? No. I consider the fights provide hab at three provide. He returned to his ed are sell i or. The loss of life was caused by room to save his papers, but the second mate the presences hanging on to their luggars, told him it was impossible. The whole of the have been lest.

H. W. Holmes, chief officer, wild be was talking to the captain at the forward gangway on the saloon desk when the fire was reported. Both the captain and he ran aft to see where the fire was a funted, and when they a rived at the after and of the main dock where the matting was stowed, he saw the blaze from the matting, about eighteen inches from the upper deck. The captain told him to couple up the fire He ran for the key and made, arrangements to get steam. Meeting the engineer, he ? followed him down to the engine room with the intention of using the fire branch which was situated on the outside had been done for years. There was no special of the engine room easing on the lower deck. On opening the engine room door a vast quantity of dense smoke rushed through. Ho then made his way with the hose to the small pump on the after and of the saloon deck. On his way along the saloon deck he met a Chinese sailor whom he took with him to help with the hose, but on reaching the after part of the f hinese first class saloon they could get no further owing to the heat and flames. From there he's went forward to the first class salpon to soo if he could render assistance to any passengers still on donrd. Finding not one there and realising it was hopeless to remain on board he went on the wharf to assist with the hearthe upper deck to get the bose down quickly. There were no printed fire instructions on board

respect to direct the operations myself. The Chinese and 61 crew. That at 3 a.m. the ship

ship in a case of fire or otherwise a tesea. No. Lieut. Butterworth-Wereall gangways made available for the use of the Chinese passengers and it so about how long after the fire was first reported !- The gangways were all in position about five minutes before the fire.

"Could all the Chinese passengers use the first class gangway? - Only the first class Chinese pas-engers could use the forward gangway. The lower deck passengers could not.

By the Court—No body was there to say, "you shall not use this gangway.'

Walter Boynell, second mate of the Hankow, said he was going to his room when the fire was discovered. He noticed something unusual in his room and on going out met the first officer who was trying to-couple; up the fire hose. This was about three co'clock in the morning. Witness corroborated as to the position of the fire and stated that after looking at thefirst class saloon to see if any passengers needed -assistance, he proceeded to his room to get his papers but found it impossible to enter. Afterwards he went on to the wharf to assist with the hose. Witness was asked similar questions as t firearrangements on board the Hankow, and said could not remember where.

By the Court-Are there special precuu tions for the stowing of matting on the passinger deck f-As far as possible we try to stack it up to prevent passengers getting at it. appoint you to !- I think it was number three. Cuptain Beetham- The list was not of

J. D. Christie, chief orgineer of the Hankow said he came out with her in 1874 and rejoined her in 1883. They stopped stoking 20 minutes before reaching the wharf and allowed the fore the Court absolves the master and officers fires to die out. That would permit them from all blame. to have sufficient pressure on the fire mains. At 3,30 he could give forty pounds of pressure through each of the three nozzles. The electric lights were switched off about fift en or twenty minutes after making fast, because that was long enough to enable the passengers who wished to leave the ship to get off. Asked similar questions as to fire arrangements on board, witness replied that they had no fire drill. With regard co-operation between the engine room and the deck, steam was always atailable for pressure. When there were no fires lighted purchase price becomes 18 million yen. the hand pumps would be used.

How would you receive a message !- There is a speaking tube from the bridge but the messages are usually sent by messenger. What happened when you went down to with smoke and had to return back. I told the captain it was impossible to start the pump

By Captain Beetham-The firemen had been there a long time. Some of them make the ship their home.

They know everything about the ship ?-Yes. Did they help you at all ?--Yes, but the thing happened so quickly that little could be done. The Court then adjourned for tiffin.

On resuming.

Robert Thornburn, second engineer on Do you think if the Chinese had been board the Hankow, was called. He said drilled at fire stations as is customary in deep he had been eighteen months on the ship water ships that they would have been of He was in the engine room when the fire alarm any assistance to you in this particular was given and he acted on the orders of the first engineer to switch on the electric By the Court-Do you think if there was light but the smoke and flames made a bugle sounded for them to fall in and impossible to enter the dynamo room. He they knew they would be dismissed if they escaped through the stoke hole to the upper Lieut. C. W. Beckwith, B.N., stipendiary did not, do you think that would have any deck and went on shore, the ship being in flames. He assisted the firemen on the wharf with the By Lieut. Buttorworth-Suppose you had a lose. Witness stated there were no fire

> been on the Hankow about three years. He was Captain Mattness Don't you think it in his bunk when he was awakened by an If they had left their language not a life would ship was on file and he made his way to the

Do you know of any fire arrangements? Yes, there are discharges below.

As long as there is steam up? Yes. Have you ever seen a printed boat list which would convey to you what boat you would go to me the event of the ship being abandoned !-Not on that ship.

Captain Branch, re-called, said there were no print d boat list on board the Hankow. thought the second officer, who said there was. had confused the Hankoic with some other ship? There was nothing unusual in carrying store braid or matting on the passenger deck. It precaution in carrying such matting except to stack it up and prevent passengers getting on

the tire started For No. As far as you know there was only one fire?

Lieut, Butterworth-Is smoking allowed on that deck on which the matting is carried ?-

It is impossible to prevent it: The finding of the Court was, after a brief deliberation, read as follows: We find that the British steamship Hankow, of which Benjamin Branch is the master, left Canton on the 13th

of October at 6 p.m. and after an uneventful passage made fast to her proper pier. The Ha kow's cargo consisted of raw silk and straw By the Court-How do you expect to get any matting. The straw matting was stowed amidis telligent co-operation with the remainder of ships on the passenger deck aft. The Hankow your crew if you have no fire routine ?-I should | carried on this trip 7 Europeans as passengers, 950 men are always changing. There are nower the was made fast alongside her pier, and then same people there from one week's Bud to certain passengers went on shore, although the greater part of them were remaining on board Have you any stations muldoont for abandoning as is customary, until daylight. That at 3.7 a.m. the slarm was first given of fire amongst some straw mutting stowed aft on the passenger deck. Strenuous efforts were then made by the master and to get at it and put it out, using buckets pending the arrival of the fire hose driven off the main boiler but without success owing to the tremendous amount of smoke which found its way into the engine room making it impossible for any one to remain down there. That the vessel was well found in fire appliances, pumps etc., which were constantly exercised for washing or their nominees of 55,200 fully paid-up shares decks. That the master and officers did all in their power to save life and, property, but owing to the rapidity of the fire and the fierconess of the flames without much success. That the Fire Brigade turned out smartly and rendered every assistance supported ' a naval pump under Lieut. Anderson of H.M.S. Flora. That we, the court, ere of strong opinion, as a precautionary measure, that all cargoes of light texturesuch as straw braid or matting, when carried should be so stowed under hatches or blocked off or rereened off in such a way as to be impossible of access by any passengers. Also we consider that the ordinary fire arrangements and bont statious_should be hung up on a printed_form... he had seen a printed boat list on the ship but in some conspicuous part of each vessel in these river steamers and the fire arrangements should be exercised and logged once a week, so that in the event of fire some successful effort might be made to cope with it on board. This, in the opinion of the Court, can only be Captain Beetham-What boat did this list | done by constant practice with the crew and would take some fifteen minutes weekly if properly organised. We deploye and regret the immense amount of life lest, but after searching inquiry we consider that everything was done that could be done to save life by the master and officers under the circumstances. There-

NATIONALIZING KOREAN RAILWAYS.

The terms on which the State is to take over the Korean railways which are not yet in its possession have now been fixed. These lines are the Scoul-Fusan and the Scoul-Wijn states the Japan Mail. In the case of the former road there is no schedule of profits which can be taken as a basis for determining the to purchase price. Therefore the method pursued has been to assume 6 per cent as a fair return on the capital invested (15 million yen) and to multiply this by 20 so that the case of the Beoul-Chemulpo line, the method of calculation has been the same as that adopted with regard to railways in Japan proper, namely, to multiply the average nett profit by 20. results a figure of 4,023,352 yen, so that the Treasury's total outlay will be nominally connect the fire mains?-- I was nearly overcome | 22,023.352 yen. But from the price of the Scoul Chemulpo line there have to be subtracted two items, namely, the sum defrayed by the Government originally to obtain possession of the line, which was then in the hands of American capitalists, and the cost of bridging the Milyang River, which work was done officially. Making these corrections, the total to be actually paid over will be 2006,892 yen. This means that for each share (30 yen need up) the holder will receive 39.30 yen (namely, 40 yen minus an expense of 70 sen in connection give rise to antagonism or to the with winding up the companies).

SIR CHARLES DUDGEON.

Over a hundred members of the China Association and their guests attended the far well dinner to Sir Charles Dudgeon at the Shanghai Club The N.-C. Daily News refers to the home-going gentleman as the most conspicuous and respected citizen for some years past. He has achieved distinction in all directions during his thirty years at Shanghai, Sir Charles Dudgeon come to the Far East in 1876 at the age of twenty-one. and was for long connected with the firm of Bort'& Co. He has done much to promote the welfare of Chain merchants, and was chairman of the Chamber of Commercs and of the Shanghai branch of the China As or ation, and his opinions were always regarded as weighty. Our contemporary says :- " The recent reinvigoration of the China Association at Home due in part as it has been to the work o' Mr. Gundey, has been also in large measure. due to the prompting from Shanghai, and it is no secret that Sir Charles Dudgeon has hop's of infusing yet more energy into the hody which alone can elsim to represent with any degree of force the united voice of British trading interests to this part of the world." With all his concern for British interests, sir. fri nd to the Chinese, . He took a prominent part in drawing up the lines for a commercial entenie as judies ed in the Muckay Treaty. In other ways Sir Charles has shown his desire to improve Anglo-Chines, friendship. notably as chairman of the Executive Committee of the International Institute, now after long years of patient endeavour, beginning to exercise an influence in the land. damaging competition with similar existing institutions. There are three ways

SHANGHAI DOCK AND ENGINEE ING CO., LIMITED.

EXTRAORDINARY GENERAL MEETING. An extraordinary general meeting of this company was held on Nov. 1st for the purpose of considering a proposal which had been made by thirty-eight shareholders for the formation of a Wharf and Godown Company to acquire the Old Dock property and part of the property between the Cosmopolitan and

International Locks Mr. E. Jenner Hoggs proposed that t Directors be anthorized to dispose of the property to a new company to be styled "The -- for the consideration that each shareholder in the Shanghai Dock and Engineering Company, Ld., receive one fully paid up share develop-this valuable property in such a way of the value of Tis, 25 in such new company for each share held by him in the Shanghai Dock and Engineering Company, Ld.

-The resolution was suconded. Mr. F. E. Taylor-The promoters of the scheme to be submitted to you to-day have been informed that the wording of the resolution, as read to you, does not sufficiently safeguard the interests of the shareholders in the Dock Company; and as it has been taken in hand for your benefit, they have had it amend: ed by a lawyer, and have deputed me tomove it, as redrafted, in the form of an amendment to the original resolution. I, therefore, beg leave to propose the following amendment: -

That resolution No. 1 shall read: "That the Directors be and they are hereby authorized to dispose of the property known as the Old Dock situated in Hongkew and of part of the property situated between the Cosmopolitan and International Docks as lately advertised in the public Press to a limited company to be incorporated under the Hongkong Ordinances with a capital. of Tls. 1.780,000 in shares of Tls. 25 each and having for its principal object the construction of wharves and of godowns on the property to ba sold, and the carrying on of the business of whartingers, and that the consideration for such sale shall be the sum of Tls. 1,380,000 to be satisfied by the allotment issue to this Company in the capital of such proposed new Company. I may mention here that the second resolution regarding the reduction of capital will not be

moved, as we are advised that it is unnecessary and presenture at this stage. It concerns a matter which may be left to the Directors, and which it would not be convenient to deal with until the arrangements with the new Company are satisfactorily completed. Before saving anything regarding the amended resolution. I wish to correct certain misconceptions; I might almost call them wilful mis-statements, which have been current lately. It has been said that the seleme new to be proposed has been invented by certain speculators for the purpose of influencing the market; that it is not intended to materialize; that if it does materialize it will not pay; and that even if it -pays-yeu-can-expect-no-return-for-at-least four years. Every one of these statem ats is untrus. The scheme owes its inception to Mr. . M. Marshall, and has been elab rated by him in consultation with some of the keenest business men in the place. Since his election to the Board, Mr. Marshall has been very notive in our interests, and as his own business has made him aware of the pressing need for more facilities for the discharge and storage cargo, he has conceived the idea of benefiting the shareholders of this Company by showing them how they can nake a profit supplying that need. If you pass amended resolution the scheme will rapidly take concrète form, and I shail shortly lay before you figures showing that there need be no fear of failure. Above all scheme has been taken in hand with the obje

things I wish to make it clear that this is an honest scheme. Past experience may have made you a little shy of "definite offers" and the like, but I beg to assure you that this of benefiting the shareholders of the Dock Company and that no one else will . anything out of it. There is another point wish to touch on. The letter signed by thirtyeight shareholders was a preliminary proposal intended for the information of the Directors, specifying the business to be transacted at this meeting, as required by paragraph til of the Article of the Association. It was not intended to be circulated as an offer to the shareholders, nor to be considered as the definite form of a resolution to be submitted at this meeting. Since the letter sent in, the promoters of the scheme have been hard at work considering way and means. The first idea of offering alternatively cash or scrip has had to be abandoned, in order that the debenture money may be more easily raised. But you will understand that the scrip offered is of higher face value than any cash offer could have been under present circumstauces. Now, Gentlemen, you are aware that we have certain valuable property that practically gives us no return. The passive policy of letting it alone with the idea that it would increase in value every year may have had something to be said for it in the past, but we consider that the time has come to do something of a more active in finding accommodation for the discharge and advertisement, as it will show what can be done nature. So much potential wealth must not be wasted, and it would be altogether un-

ressonable if one desire to develop our property

in the most profitable way were

pression that we wish to enter

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DEVELOPING AND PRINTING FOR AMATEURS UNDERTAKEN

ENLARGEMENT A SPECIALITY.

LONG. HING & CO.. s. No. 17, QUEEN'S ROAD.

GUINNESS'S EXTRA STOUT. "BOAR'S HEAD" BELAND.

UNSURPASSED FOR QUALITY AND CONDITION.

ENTHER VERY PINESE PRODUCTION of the Colobrated Brewery of Messrs, Ag Guinnes: Sox & Co. Lo. Dublin.

PER CASE I Doz. QIS.

SOLE AGENTS:

TELEPHONE No. 135.

in which this property might be dealt with.

in the extension of our present business;

Int. conditions I need not enlarge upon do

not encourage this plan; besides, we have

other land available for that, ve might sell

it outright for cash if we could secure a

suitable offer. There are these who are

anxious to obtain the property at their own

figure, and who think that by waiting long

enough they will succeed. In this I hope you

will show they are mistaken. They would only

purchase to make a profit out of the deal

and it would seem the wisest plan to dispise

of it to ourselves and make the profit ourselves.

This is what eis intended by the scheme

submitted to you to-day. It is proposed to

that the shareholders of the Dock Company

will get the full benefit without being called

upon to put their hands into their pockets.

And this is the way it is proposed to carry out

the idea. A new Wharf and Godown Com-

pany, entirely separate from the Dock Com-

pany, will be floated with a capital of The

1 780 000 in 71,2: O shares of Tls. 25 each. 55,200.

fully paid-up shares will be allotted to the

Dock Company, and will represent a payment

of Tls. 1,350,000 for the Old Dock and for 110

mow of waste land between the Cosmopolitan

and International Docks. The femaling

18,000 shares will not be issued until the busi-

mess of the new Company justifies or demands

more capital. The actual cash for developing

the property will be provided by means of 7 per

cent depentures to the amount of Tls. 1, 20,000

to be issued as funds are required; and

the placing of these debentures will be the

work of the Committee to be nominat d by you

I am authorized to say that once you have

given the Committee the necessary anthority

there will be no difficulty in this matter. The

first question we have to ask ourselves is

whether the amount to be raised by debentures

will be sufficient to develope the property.

Three independent sets of estimates have been

Under happier circumstances it might be used

H. PRICE & CO..

WINE MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

THE

ROBINSON PIANO CO.. LTD.

BUILD

THE MOST SERVICEABLE

PIANOS

FOR THIS CLIMATE.

THEY ARE

SOLIDLY CONSTRUCTED

AND ALL PARTS THOROUGHLY SEASONED AT OUR FACTORY. HERE.

PRICES FROM \$390 CASH OR CREDIT.

HIRE FROM \$10 PER MONTH.

Hongkong, 22nd August, 1906.

drawn up, and we have selected figures rather excess of the highest so as to be on the safe Wa find that Tis. 400,000 will cover the will do so and will make the profits we cost of building six four-storeyed godowns on ought to secure for ourselves. An argument the Old Dack property, fully equipped with against the scheme is that the shareholders electric lifts, electric light, water supply will raise antogonism in certain quarters and hydrants, etc., as well of partially filling alienate business from the Dock Company. the Dock, leaving a space for This reems rather far fetched, as the business lighters to enter and discharge The ex- of the Dock Company depends on a managenenditure on the Cosmopolitae property will ment which gives good work for reasonable be Tls. 500,000; and will provide six four- prices and shows a proper energy in securing storeyed godowns, together with wharves, rails, juitronage. Moreover, by advertising the land trucks, cranes, lifts, etc. This makes a total for sale the Directors have shown that they expenditure of Tls. 1,000,000 and leaves us with recognize the advisability of disposing of it. Tis. (2) (4)) for interest and contingencies, and the use we propose to put it to is probably The next question to be considered is whether what any purchaser would do with it the enterprise will pay, and I may say that we Further, doubts are expressed as to have already remived assurances of a consider- whether the debenture money can be able volume of business. In the Old Dock we raised and about the payment of the shall have storage space for 27.00,000 cabic interest. The answer is that inquiries have feet of cargo. The current-r-te for storago made it clear that the Committee will be able to appears to average over one and a half tool get what is wanted, that we shall shortly be able cents per cubic foot. I admit that this is a to pay the interest out of carnings and that we rough approximation. Charges are made by shall have ample funds to most the interest the picul, ca-k, case, bale, cubic foot, etc., but I before that time arrives. You must not be led assume that they all bear some relation to the away by the wild talk indulged in by interested snace occupied. I have here a list of parties who say that nothing can be carned for charges, and judging from the rates per at least four years. The Old Dock property cable foot, the average I have taken seems should be completely developed in twelve or at fair. Now assuming that our space is only half most fifteen months, and eighteen months will coupled and that the rate is only three quarters, he sufficient to develop the property on the other of a tael cent, the Old Dock property side. I am told that we can begin to earn should earn Tls. 121,500 per annum. On something before everything is completed. The the other side we shall have storage space objection that if we wait longer we shall get for about 3,600,000 feet, which our a similar more for the land appears to me particuarly basis of calculation should carn Tle, 162,000 futile. The result of offering the land per annum, or a total for the two properties for sale shows that the present offer is of '1ls. 283,500. As the working expenses favourable, and it would be foolish to wait an would be more than covered under ordinary indefinite period in the hope of getting an extra circumstances by the dues paid by steamers, lakh or two when we can send up the value of

and by the storage in the open of coal, timber the property immediately by developing it, and old iron and other cargo, this would be earn a handsome dividend into the bargain. sufficient, ofter paying the interest on the You must not forget that capital at 7 per cent debentures, to allow a dividend on the shares doubles itself in about ten years, but there is no of over 14 per cent. This, Gentlemen, is prospect of our land, if left undeveloped, inthe scheme we propose for the development creasing in value at that rate. I wish strongly of part of your unremanerative property, and to impress upon you that if you pass this resoluit rests with you to decide whether you will tion you will simply authorize the proposed sanction it. It will deduct nothing from the Committee to carry out the project if they find dividends you receive from the Dock Company, it feasible. Without your authority they can as the earnings of the Docks will not be do nothing : for instance, they cannot make lessened. Giving up the Old Deck will be a arrangements for placing the debentures. We saving, not a loss of income, and the 110 pledge ourselves that at the Confirmatory Moets mow of land on the other side brings you ing the Committee will present a full report in nothing. On the other hand the scheme in which they will inform, you whether the promises a handsome dividend which cannot be estimates of expenditure are within the earned under present conditions. The criticisms mark, whether the profits expected are likely of the scheme that I have heard can be easily to be realized, and whether the debenture money disposed of. There are still people in Shanghai can be raised without any difficulty. If you are who do not realize the pace at which the trade not satisfied with the report, or if in the meantime of the place continues to grow and they argue a better offer has been received, you need not that only the unusual conditions of the past year confirm your decision of to-day and you will are responsible for the large profits lately made have lost nothing. On the other hand, if you in godown business. They forcet the number pass the resolution, you will obviously be in a of men, by no means foolish, who have considered much stronger position for dealing with any it to their advantage to erect godowns in various offer that may come along. There is some parts of the Settlement, and they forget the vague talk of expected offers, and you will make influence likely to be exercised by the work of it clear that they must be better than Tls. the Conservancy Board and by the extension of 1,380,000. In other words you start competition the railway. Neither do they seem aware of the which is healthy, and under any circumstances difficulties at present experienced by shipowners the report of the Committee will be an excellent storage of cargo. Judging from the past and with your property. Gentlemen, we are passing

suggested, will double in value within ten years. time we did something to help ourselves by (Continued on page 5.)

looking, to future expansion, it seems a safe through hard times. Our shares show a serious

prophecy that your property, if developed as depreciation and our dividends have fallen. It is

One thing you may be sure of; if we do

take this scheme in hand, others

THE MANAGER, Orders for extra copies of DAILY PERSE should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fired period will be continued until countermanded. Telegraphic Address: Puess, Codes: A.B.C., 5th Ed.

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NEW ADVERTISEMENTS FOREMAN COMPOSITOR WANTED.

ANTED a Capable and Experienced

COMPOSITOR to act as FORE. MAN of the "Dathy PRESS" Job Penting Department: A good knowledge of English and ability to make up Pages escential. Apply in first instance by letter with testi monials to-

MANAGER. Unily Press. Hongkong, 7th November, 1906.

DE M. C. VIEIRA-RIBEIRO, AUCTIONEER,

TAVOURED with instructions, will sell by PUBLIC AUCTION, TO-MCIRROW (THURSDAY), the Stl. lest., at his SALES ROOM, at No. SA Queen's Road Contral, at 2.30 P.M., the sale to be continued on SATUR-DAY, the 10th inst., at the same hour, A GRAND AND VARIED COLLECTION

OF JAPANESE CURIOUS AND GOODS SUITABLE FOR CHRISTMAS AND NEW YEAR'S SOUVENIRS, Combrising: -- SATSUMA, CLOISONNE.

MATKUZU, BRONZE, IVORY cand LACQUERED WARE, SILK EMBROID-FRED SCREENS, CUSTIONS and TABLECOVERS, WALL HANGINGS. KAKIMONOS, CUT VELVET PICTURES. WATER COLOURS, FRAMES, PIC-TURES, &c. &c

TREMS: As usual. Cutalogues will be issued and Goods now on Hongkong, 7th November, 1906, COMPAGNIE DES MESSAGERIES

> MARITIMES. FOR SHANGHAL KOBE AND a. YOKOHAMA.

FITHE Company's Steamship

"EBNEST SIMONS." Captain Bourdon, will be desputched for the above Ports on or about MONDAY, 12th inst. For Freight or Passage, apply to G. DE CHAMPEAUX,

Hongkong, 7th November, 1996 KOWLOON ERICKET

GRAND

PROMENADE CONCERT

' TO BE GIVEN IN THE KOWLOON CRICKET CLUB ENCLO-SURE, Austin Road, Kowloon, On SATURDAY, 10th NOVEMBER, AT 9 P.M.

Admission 31. Tickets to be obtained from MEMBERS or at the GATES.

BEST LOCAL TALENT SECURED. Hongkong, 6th Nevember, 1906: 12050

HOPKINS BUTCHERY, SHANGHAI

IS now prepared to Supply its Patrons in Hongkong during the Winter Months WILL GAME, GAME PIES, PORK PIES, BRAWNS, SAUSAGES, FRESH and CORNED BEEF. Orders will be carefully and promptly. attended.

THE DIRECTORY AND CHRONICLE

FOR 1906.

Shanghai, 1st November, 1966.

Complete Edition 310,00 Small 600 Obtainable at the Hongkong Daily Press Office and from the Local Booksellers.

INTIMATIONS

BANK HOLIDAY.

N accordance with Government Notification No. 912 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on FRIDAY, the 9th November: the anniversary of the BIRTHDAY OF HIS GRACIOUS MAJESTY KING EDWARD VII. Hongkong, 6th November, 1906.

NOTICE.

FITHE Dressmaking and Milinery Establishment of MADAM JAY'S has been REMOVED to No. 14, DES VŒUX ROAD. MADAM JAY'S are just opening PARIS MODEL HATS.

Hongkong, 6th November, 1996.

NOTICE.

TT IS HEREBY NOTIFIED that FIELD FIRING will be carried out in the vicinity of Customs Pass and Sleepers Knoll, on the 8th, 7th and 8th instant

T. SERCOMBE SMITH, Colonial Secretary, [2047] Hougkong, 5th November, 1906.

THE PUBLIC HEALTH & BUILDINGS ORDINANCE COMMISSION.

FRIAKE NOTICE that a COMMISSION has been appointed to enquire into and Report on the following matters, viz. :--

Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and, if not, what improvemonts can be made.

2. Whether any irregularity or corruption exists or has existed among the Officials charged with the administration of the aforesaid Regulations.

The Commission earnestly invite the Inhabitants of Hongkong and Kowloon to co-operate with them by forwarding may complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the undersigned.

Any person examined as a witness in the enquiry aforesaid who in the opinion of the Commissioners makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has FITHE SHARE CERTIFICATES. Nos. Crown Lease and Indenture of Extension so been examined. By Order,

W. BOWEN-ROWLANDS; Secretary. Hongkong, 7th July, 1996.



DOCKYARD BISHI MITSU AND ENGINE WORKS. NAGASARI,

CODE WORD: "DOCK." A.1. A.B.C., and Engineering Code Used NEW DOCK NOW OPEN. DOCK No. 3.

Extreme Length ... Longth on Blocks 714 Width of Entrance on Top ... Vidth of Entrance on Bottom... 884 Water on Blocks at Spring Tide 34; ,, DOCK No. 1. Latreme Length ... Width of Entrance on Bottom ... 77

Water on Blocks at Spring Tide .. 64 .. DOČK No. 2. fixtreme Length Length on Blocks Width of Entrance on Top ... 66 Width of Entrance on Bottom ... 53 Water on Blocks at Spring Tide " 22 PATENT SLIP. Fuitable for vessels up to 1,000

IME WORKS are well equipped with LATEST PLANTS and APPLI. ANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS: and also ELECTRICAL

A LARGE STOCK of MATERIAL is always kept on hand. The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P. epecially built for SALVAGE PURPOSES equipped with necessary gear. always ready

Short Notice.

NOTICES OF FIRMS

THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE.

R. W. J. SAUNDERS has been Appointed ACTING SECRETARY of the above Company as from the 1st November, 1906, and until Mr. JAMES WHITTALL'S return to the Colony.

By Order of the Beard of Directors, E. W. MAITLAND. Acting Secretary. Hongkong, 1st November, 1906. NOTICE.

TE have Established Ourselves To-day WW under the Firm Name ULDERUG & SCHLUTER, Hongkong, AS GENERAL MERCHANTS and ENGINEERING

T. P. ULDERUP, C. SCHLUTER. Office 1 & 2, Beaconsfield Arcade, Hongkong, 15th October, 1996.

PUBLIC COMPANIES

CHINESE ENGINEERING & MINING COMPANY, LIMITED.

FINAL DIVIDEND of One Shilling per Share free of tax for Account of the year enting 28th February, 1906, has been declared by the Directors of the above Company. Coupon No. 7. is payable on 2nd November at the CHARTERED BANK OF INDIA. AUSTRALIA AND CHINA, and the Russo-CHINESE BANK at Tientsin and Shanghai. SHEWAN, TOMES & Co.,

Hongkong, 1st November, 1906. -12/17HUMPHREYS ESTATE AND FINANCE

COMPANY, LIMITED. ETHE SHARE CERTIFICATE No. 5687 I for ONE HUNDRED SHARES numbered 37701 to 37800 inclusive, Fully Paidup, standing in the Register in the name of JAMES DOUGLAS CHRISTIE, of Hongkong, having been LOST or Destroyed, NOTICE IS HERRERY GIVEN that unless the said Certificate be produced at the Offices of the Company, Alexandra Buildings, Des Voux Road, Hongkong, before the 17th November, dingi, a New Certificate for the said shares will he issued and the old cortificate will thereafter

General Managers. Hongkong, 17th October, 1996. HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

JOHN D. HUMPHREYS & EON,

be held by the Company as Null and Void.

1611 1643 for SIXTY SHARES far as they relate to the said premises: numbered 4637/4596 inclusive, Fully paid up, standing in the Register in the name of JAMES DOUGLAS CHRISTIE, of Hongkong, having been LOST or Destroyed, NOTICE IS HEREBY GIVEN that unless the said Certificates be produced at the Offices of the Company, Queen's Buildings, Victoria. Hongkoug before the 30th November, 1906, New Certificates for the said Shares will be issued, and the old cartificates will thereafter be hold by the Company as Null and Yold. THOS. I. ROSE:

Secretary. Hangkong, 31st October, 1906 THE GREEN ISLAND CEMENT COMPANY, LIMITED.

LOST

FITHE SHARE CERTIFICATE No. 4680 for TWENTY-FIVE SHARES numhered 150,026 to 150,050, Fully-Paid-Up, standing in the Register in the name of BEN-JAMIN ROPER BRANCH of Hongsong, having been LOST or Destroyed, NOTICE IS-HEREBY GIVEN that unless the said Company before the 3rd Docember, 1906, a Duplicate Certificate for the said Shares will be issued and the Old Cortificate will thereafter be held by the Company as Null and Void. SHEWAN, TOMES & Co., General Managers.

Hongkong, 3rd November, 1906.

EDUCATIONAL. .

Engagement. Usual English Subjects and Fluent French. -- Apply-- "TUITION"

Care of " Daily Press " Office. Hougkong, 30th ctober, 1906. 1297

LESSONS IN FRENCH.

TEW and easy method of learning French in a few months, mainly by conversation by a Frenchman. Terms very moderate. Also Lessons in English by an English Lady, Apply by letter to- B. R., Care of Office of this Paper. Hougkong, 16th August, 1905.

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to Sall by Public Auction, TO MORROW (THURSDAY), the 8th November, 1996, at 12 o'clock, Noon, .co (FOR ACCOUNT OF THE CONCERNED).

The American Steamer "YRUNA" with all her Anchors, Chains and Appurtonances, &c., (to be sold on board). As She now lies off the Cosmopolitan Docks.

PARTICULARS:-1 805 34 gross. 469 68 nett. 190 feet.

The Engines are of the compound surface Condensing type, I.H.P. 430. For further Particulars, apply to the Under-

TREMS: -25 % of the purchase money to be paid by the purchaser on the fall of the Hammer, and the steamer to be at the purchaser's risk on the fall of the Hammer. N.B.-A Steam Launch will leave Blake Pier at 11.30 A.M. on day of Sale to convey intend-

ing purchasers. GEO. P. LAMMERT. Anctioneer. Hongkong, 26th October, 1906.

PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEE: R. GEO. P. LAMMERT will offer for Sale by Public Auction,

On MONDAY, the 12th day of November, 1906, at 3 P.M., at his Sales Rooms, Duddell Street, THE VALUABLE LEASEHOLD

PROPERTY. Known as No. 11, LOWER LASCAR ROW standing on the Piece or Parcel of Ground registered in the Land Office as the Remaining Portion of Section B of Inland Lot No. 70.

The following are the Particulars :-All that Messuage or Tenemant known as No. 11, LOWER LASCAR ROW standing on all that Piece or Parcel of Ground, situate at Victoria in the Colony of Hongkoug, and registered in the Land Office as the Remaining Portion of Section B of Inland Lot No. 70 held for the residue of a term of 75 years and for a further term of 924 years created therein by a Crown Lease and Indenture of Extension o Inland Lot No. 70 respectively dated the 18th day of July, 1845, and the 23rd day of March, 1860. Sabject to the payment of the due proportion of the annual Crown Ront and to the observance and performance of the Convenants and Conditions contained in the said

Monthly rental \$56.00 exclusive of taxes. For Further Particulars and Conditions of Sale, apply to Messrs. BRUTTON & HETT, Solicitors for the Vendor, and to

Mr. GEO. P. LAMMERT, Auctioneer. Hongkong, 25th October, 1906.

FOR SALE

FOR SALE.

WOODEN LIGHTERS. Depth Capacity - - - 320 tons.

Complete for delivery within 5 weeks from Plan, Specification and Particulars from C. E. WARREN & Co., 30, Des Voeux Road, Contral, and HOO CHEONG WO & Co.,

51 & 52. Connaught Road, Central. Hongkong, 6th November, 1906. [2019] FOR SALE OR HIRE.

TEAM LAUNCH 14 Tons Registered 62 feet long, in Very Good Condition. Apply to-CARLOWITZ & Co. Hongkong, 2nd November, 1906.

FOR SALE, CHEAP.

NE Set TRIPLE EXPANSION ENGINES with Shafting and Propeller. Complete, in Good Order and Condition. Cylinders 23", 37" and 60" Stroke, 3 ft. 3 ins. Builders: MUIR and HOUSTON, Glasgow. For full Particulars and Price, apply to-WILKS & JACK. Consulting Engineers, Victoria Buildings, Hongkong. Hongkong, 26th October, 1906.

Police Magistrate.

BANKS

THE TOROHAMA SPECIE, BANK LIMITED. ESTABLISHED 1880.

CAPITAL SUBSCRIBED ... Yen 24,000,000 CAPITAL PAID-UP 21,000,000 CAPITAL UNCALLED 3,000,000 RESERVE FUND...... 13,700,000

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"LONDON BANKERS. 'an London Joint Stock Bank, LIMITED. PARR'S BANK, LIMITED. THE UNION OF LONDON AND SHITHS BANK, LIMITED.

RONGKONG-INTEREST ALLOWED. On Current Account at the rate of 2 per cont per annum on the daily balance. On fixed deposits for 12 months 5% per annum TAKEO TAKAMICILI,

Hongkong, 22nd September, 1906.

TEDERLANDSCHE HANDEL-MAATSCHAPPIJ. (NETHERLANDS TRADING SOCIETY). Езтавывией 1824.

PAID UP CAPITAL FL. 45,000,000 (£3,750,000) RESERVE FUND ... FL. 5,000,000 (£417,000)

HEAD-OFFICE IN AMSTERDAM. HEAD-AGENCY: BATAVIA. Branches: - Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pascercean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-(Acheen) Telok-Semawe, (Acheen)

Bandjermasin. Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c. LONDON BANKERS: -

THE UNION OF LONDON AND SMITH'S BANK, LIMITED. The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, and in Great

Britain, America, and Australia, and transacts Banking Business of every description. INTEREST ALLOWED. On Current Accounts 2% per annum on daily Fixed Deposits 12 months 41% per annum.

3 do. L. ENGEL, Agent. Hongkong, 23rd July, 1906.

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA. INCORPORATION BY ROYAL CHARTER, 1853

HEAD OFFICE-LONDON. RESERVE LIABILITY OF SHARE-

INTEREST allowed on Current Account atthe rate of 2°/, per annum on the Daily tolances On Fixed Deposits for 12 months 4 per cent

T. P. COCHRANE, Manager, Houghoug, to h May, 1906.

THE MERCANTILE BANK OF INDIA, LIMITED. AUTHORISED CAPITAL£1,500,000

SUBSCRIBED 1,125,000 PAID-UP 562,500 RESERVE FUND...... 135,000 BANKRES: LONDON JOINT STOCK BANK, LIMITHD. INTEREST allowed on Current Accounts at

the rate of 2"/, per nonum on the Daily balance ON FIXED DEPOSITS :-For 12 months..... 4 % 21% E. ORMISTON.

Hongkong, 26th March, 1906. TEUTSCH-ASIATISCHE BANK. CAPITAL FULLY PAID UP...Sh. Tack 7,500,00

Manager,

HEAD OFFICE-SHANGHAL BOARD OF DIRECTORS, BERLIN.

BEANCHES: Berlin, Hamburg, Calcutta, Hankow, "lantein, Peking, Tsinanfu, Tsingtau. Kobe, Yokohama, Singapore.

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INTEREST allowed on Current Account, DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted. HUGO SUTER;

Hongkong 4th October, 1906.

Manager.

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3, DES VŒUX ROAD. Interest allowed on Current Account Deposits received on terms which may be learned on application. D. TOHDOW, Manager,

Hongkong, let July: 1906. THRERNATIONAL TOANKING CORPORATION.

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ENONGROUGH A SUSNOHAL BANK-ING CORPORATION

TESERVE FUND-STERLING RESERVE... \$10,000,000 SILVER RESERVE ... 10,250,000 -----\$20,250,000 RESERVE LIABILITY OF PROP'TORS \$10,000,000

Court or Directors. A. HAUPT, Esq.-Chairman, G. H. MEDHURST, Esq. - Deouty Chairman. [A. J. Raymond, Esq. G. Balloch, Esq. R. Shawar, Esq. E. Goetz, Hug. Hon.Mr.W.J.Groson, N. A. Siebs, E. a. C. R. Lenzmann, Esq. H. E. Tomkins, Esq. D. M. Nissim, Esq.

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For 3 months, 25 per cent. per Annum. For 6 months, 35 per cent. per Annum. For 12 months, 4 per cent. per Annum. H. E. R. HUNTER, Acting Chief Manager. Hongkong, 17th September, 1906.

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FIGHE Business of the above Bank is a conducted by the HONGKONG AND SHANGHAI BANKING CORPORA-TION. Rules may be obtained on application. INTEREST on deposits is allowed at 34 Per Cent. per annum. Depositors may transfer at their option balances \$100 or more to the Hongkong AND

For the Hondrong and Shanghai BANKING CORPORATION. H. E. R. HUNTER. Acting Chief Manager. Hongkong, 30th May, 1906

SHANGHAI BANK to be placed on FIXED

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ESTABLISHED 1863. Authorised Capital Fl. 15,000,000 (£1,250,000) Subscribed Capital Pl. 10,000,000 (Paid up) Reserve Fund Fl. 1,628,850.19 (£135,737)

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On Fixed Deposits: 12 months 4% per annum. I. BOETJE, Manager. No. 16, Des Vœux Road Central,

LICENSING SESSIONS.

AT THE ANNUAL MEETING of HIS MAJESTY'S JUSTICES of the PEACE which will be held at the MAGISTRACY on WEDNESDAY, the 14th day of November, 1905, at 2.30 r.m. the following Applications for Publican's and Adjunct Licences for a period of 12 months from the 30th day of November next following, under Ordinance No. 8 of 1898, will be considered.

	No.	Name of Applicant.	Description of Licence Applied for	Sign of House.	Situation of House.	Wheth to	ber Applicant has lead Liquor in the Coif so, for how leads	olony and,	Remarks.
	1 2 3 4 5 6 7 8 9 10 112 13 14 15 16 17 8 19 21 22 3 24	Esther Oliver George Green M. Tehetchelnizki William Krater Isydor Silberman R. Matthacy Bernard Mayer Moritz Sternberg Isaac Samuel Greenstein M. A. Razack Ardeshir Bejanjee Kharas Alexander Moir. Patrick Roberts Jas. Wm. Osborne Dhunjibhoy Dorabjee Harry Haynes Walter Hoppe Lewis Comar A. A. H. Wilroy Joseph Henry Newbold H. W. Slator Hans Weismann Tam King Kaw Luis Manuel Lobo	Adjunct Licence	The New Traveller's Hotel Criterion Hotel Land We Live In Hotel Rose Shamrock and Thistle Globe Hotel Cocidental Hotel Colonial Hotel International Hotel Central Hotel Belle View Hotel Thomas Hotel Peak Hotel Praya East Hotel Kowloon Hotel King Edward Hotel Hongkong Hotel Western Hotel Cosmopolitan Hotel Sailors' Home Owl Grill Room New Connaught Hotel Cafe Weismann Ld. Shanghai Hotel Stag Hotel	98 and 100, Queen's Road Central 332 and 334, Queen's Road Central 394 and 306, Queen's Road Central 184, Queen's Road Central 3944, Elgin Road, Kowloon 1, Jubilee Street 318 and 324, Queen's Road Central 242 and 244, Queen's Road Central 2 Pak Shui Wan, Shaukiwan Road 2, Queen's Road Central Victoria Gap Peak 40 and 41, Praya East Elgin Road, Kowloon 3 and 5, Des Vœux Road Central 21-31, Queen's Road and 1-3, Pedder St. 90 and 92, Queen's Road West 65, Des Vœux Road 394, Des Vœux Road	Yes, f	13 15 15 18 19 19 10 10 11 11 11 11 11 11 11 11 11 11 11		
. •	Me	gistracy,					F. A. HA	ZELAND,	100

whether they have given us any hint of what

we are to earn. I should like to ask how they

have arrived at their figures, and if they consulted any technical people. We all know

of course that Mr. Marshall and another

gentleman represent big steamship companies,

on whose authority the earnings of the company

are based. I have consulted some people whom

I consider authorities on the point, and if I

have this question answered I shall be glad to

give you what my authority says about the

expected future carning capacity of the

Mr. Anderson-The figures laid before us

were by Mr. Taylor himself. They were laid

The Chairman (to Mr. Nielsen)-Can you

were started with a capital of The 959,000 about

his opinion it would beable to earn six per cent

The Chairman .- The Directors are neutral,

Fig. Directors decided to leave the matter entire-

The amended resolution, proposed by Ma

Paylor, and seconded by Sir Charles Dudgeon,

was then put to the meeting and declared passed

36 hands being shown in favour, and 22 against

Mr. Taylor. -- I have much pleasure in pro-

following gentlemen, Messrs, A. M. 'arshall,

C. R. Burkill, S. A. Hardoon, L. Bridou, H.

DeGray, and W. H. Bacham be appointed, as a

committee to carry out the above resolution.

(Mr. Taylor explained that the original resolu-

tion, was intended to refer to the two resolutions,

present resolution accordingly. There were no

dissentients to this.) I wish to say that we are

quite open to accept amendments to this

resolution, or additions to it. All the gentle-

men here mined have kindly consented to take

up this work, and you will see that we have

three agents of very large shipping firms, and

three pretty well-known business men. . I think

happy to accept them. We shall however be

opposed to including anyone who has voted

Dr. Gilbert Reid;-I beg to propose Mr

Mr. Hogg seconded Mr Taylor's resolution.

The Chairman - I am afraid, Dr. Reid, you

Mr. S. Laurence-Might I ask if any cash

offers for this property have been received?

The resolution was carried without dissent.

To soothe the Skin

smarting under the effects

of a tropical sun

is specially adapted. Though indis-

pensable in cases of Prickly Heat

(whence its name) and other irritation

of the skin, it is also popular for

bath and general toilet use all the year

round, being antiseptic (10% Carbolic).

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short time, often a few days only, removes all discharges from the urinary organs, effectually reperieding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, writation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless. Where other well-tried remedies have been powerless. Where blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, gout, rheumatism, and all diseases for which it has been too much a fashion-

and all diseases for which it has been too much a fashion-to employ mercury, sarsaparilia, &c., to the destruction of sufferers' teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly

THERAPION NO. 3 for exhaustion, impaired vitality, sleeplessness, and all the

distressing consequences of early error, excess, residence in

Lot, unhealthy climates, &c. It possesses surprising power

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dured, and observe above Trade Mark, which is a fac-simile of word "Theramon" as it aprears on the British Covernment Stamps (in white letters on a red ground) affixed to every package by order of His Majesty's Hon-Commissioners, and without which it is a forgery.

Sold by Principal Chemists.

cannot put a man on the Board who has retired

mission first. (Laughter.)

in Weihaiwei, (Laughter.)

them without the name?

yourself by rule of three.

of the Directors.

Loud applause.)

against this scheme.

and is living out of the place.

Twentyman,

were received.

give the figures without the name?

y in the hands of the shareholders.

INTIMATION.

S. MOUTRIE & CO., LTD.,

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RACHELS,

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SPORTING CARTRIDGES. STOCK of ELEY'S always on hand.

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PISTOLS. CALIBRE 7.63 m.m. With CHAMBER for 10 CARTRIDGES

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FURNITURE STORE. PLATED GLASS AND CROCKERY WARE, &c., &c.; and FOOCHOW LAUQUERED WARE 68, QUEEN'S ROAD CENTRAL. Hongkong, 21st September, 1903 [2051

ON SALE

DOUND VOLUMES of the HONGAONG | Court. Possession from 15th November next. WEEKLY PRESS, January to June 1906. With INDEX. Price \$7.50. On sale at the Hongkong Daily Press Office-Hongkong 27th July, 1906

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NOS. 6, 8, 10, 12 and 14, HOLLYWOOD Nos. 1, 2, 3, 4 and 5 SUN WAI LANE. Apply to-ARRATOON V. APCAR & CO.,

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With Possession on the 1st January, 1907. NINE-ROOMED HOUSE with Office A und Godown, on the British Concession.

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O'NE GODOWN at East Point close to the Water suitable for the storage of any Floor Area 6,100 square feet.

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SHANGHAI DOCK AND ENGINEER. ING CO., LIMITED.

(Continued from page 3.) pulling together. This is an honest and practicable acheme which men well able to judge are convinced will be very profitable, and the apposition to it in certain quarters shows that success is anticipated. Seeing that you will have an opportunity of reverting your decision at the Confirmatory Meeting, if not entirely satisfied with the report of the Committee, urge you to give it a chance and to see what the able and experienced men to be nominated under the next resolution can do for you. (Applause). Sir Charles Dudgeon-Mr. Chairman and gentlemen. I have much pleasure in seconding the amendment proposed by Mr. Taylor You have heard the very full manner in is therefore not necessary for me to say

which he has explained the scheme, and it anything further. I would like to say i seems to me that seeing the amount of dead assets which we hold in this company that it is No. 15, QUEEN'S ROAD CENTRAL. a business-like proposition that we ourselves should take up the question of d veloping these dead assets, for the benefit of the shareholders in this company. That seems to me a perfectly sound business preposition. I have nothing more to say but that I second the amendment. Mr. C. Holliday-I rise in support of Mr. Taylor's amendment to the resolution. He and Sir Charles Dudgeon have already dealt so fully with the matter that there does not appear anything left for me to say by way of elucidation This I would like to say. I have been into the matter somewhat closely with the promoters NED FLOOR No. 12, Queen's Road Central. and, as Mr. Taylor will tell you if you ask him, all the awkward questions a misplaced ingeouity could suggest. In the end I had to admit that taken all round the scheme was sould and feasible. At any rate one thing was perfectly clear, it was no device on the parof the bulls or bears to boost up or to run down the shares of the company, but a business-like and genuine attempt to turn a non-dividend earning asset into a dividend earning one. We ought to look at the matter in the dual capacity of prespective shareholders in the new com pany, and shareholders in the Dock Company Really and truly our interests are so identified that it is impossible to distinguish between them. Now as to the schome itself. As far as my limited experience goes there is room for an other godown company in Shanghai, and believe one which will take for its motto civility and efficiency is tolerably sure of success (Applause). Of course in a commercial undertaking there is always a risk and we shall no doubt have our lean years as well as our fat. ones. But I cannot help thinking that a fair return of capital over a spries of years is practically certain. I should like to emphasize the point that, granted a new godown company is the present moment best suited to start it. We have already got our shares in the Dock Company, and we shall continue to get a return on them, perhaps of Tis. 18 or 20 a year

to be started, we are the people of all others at nosing the following resolution: that the (laughter) so we can wait for the completion of the development of the property in way that others, who had to pay their shares in cash would be unable do. When the development is complete we shall still be getting our Tls. 18 or Tls. 20 on the Dock and in addition whatever dividends the new company may earn. In conclusion I

favourable attention. (Applause.) Mr. A. L. Anderson.—There is one thing that Mr. Taylor did not make quite clear in his able speech, and that is how, after the ten months have elapsed during which the Dock is to but partially fill d up, these magnificent godowns are to be built, with electric light and lifts and cranes, how at the end of the first twelve mouths when the debenture interest falls due it is intended to pay it without any money. Does he expect to be abla to pay the 7 per cent interest on the debentures after two months' working? I should be glad to hear how it is to be done. do not for one moment suppose that the principal

commend Mr. Taylor's amendment to your

would be used to pay-the interest. Mr. White-Copeer-The answer to that seems to be so simple that I am really somewhat surprised at its having been put at this meeting This company will not be the first company that will have taken some little time to complete its works. The usual practice at home in cases of this kind is to borrow more money than is required. The surplus of the borrowed money is then applied in payment of interest until the earnings of the company are sufficient for it to pay the interest from them. Of course if you were to pay interest on borrowed money out of your share capital you could not may any dividends upon your capital until you had ropuid the interest on the borrowed money. But if you have borrowed sufficient money to pay the interest there is no necessity to pay it from the carnin s straight off. That is the answer to the question, and it is done at home year after year in the case of railway companies and other concerns which are not in a position to pay interest until certain works have been completed. Mr. A. L. Anderson-Then I understand that part of the principal of the debentuces is

to be devoted to the payment of interest. The Chairman- Exactly. Dr. G. Reid-Having invested a little money in Messrs. Farnham, Boyd & Co., I have learnt to be a little hesitant about investing money in any other company. (Laughter). The gentlemen who have spoken are practical men and business men, and they have not spoken many words in favour of the Dock Company, but they have spoken in favour of the proposed company. But I am not perfectly satisfied that things are so favourable, and I do not wish to sail out on a new ship and face a new storm. It has been said it would be very easy to secure the money to pay the interest. Very well, then let the men who can secure the money and interest pay the Dock Company for its valuable property. I am ready to take my Tls. 25 and let the money go into the Dock Company, and let us use it for the development of its work. I am not willing to go into a new company. One is enough for me. (Loud laughter.) I do not know how many propositions have been brought forward. New propositions are always being discussed, and now comes this mammoth proposition. The promoters are most sanguine. It is magnificent. They say that money is sure to come in, and that a dividend of 14 per cent will be paid. Well, let the money come right in-let it walk right in, but let these gentlemen pay the Dock Company for its valu-

Mr. Taylor - Porhaps Dr. Reid would make an offer to rent the land at the opposite side Mr. Read prepared to take over Dr.

Reid's ited at to-day's quotation straight Dr. Reid accepted the offer. Mr. Niels-u-Unfortunately I was unable to follow the discussion. The various speakers must have given some details of the profits expected of this concern: I do not know.

How to BE BEAUTIFUL-Keep your complexion, Mrs. Ellen's Crême Charmant, Lait Charmant and Special Skin Tonic and Poudre Charmant will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

INSURANCES

A CHEN AND MUNICH FIRE IN-SURANCE CO. OF AIX-LA-CHAPELLE.

and naturally there is nothing more desirable as TILE Undersigned, having been appointed far as their business is concerned but to get AGENTS for the above Company, aco more wharfage. I sympathize with them. If pro med to ACCEPT RISKS against FIRE we were in the same position we should want to get the same thing. What I want to know is occent Rates.

LEUTER, BROCKELMANN & CO. Hongkong, 21st April, 1897,

THE GLOBUS INSURANCE COMPANY

OF HAMBURG.

FITHE Undersigned, having been appointed The Chairman-I call upon Mr. Taylor to AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE Mr. Taylor-I think Mr. Nielsen had better at Current Rates.

look at the report of my speech in the paper CARLOWITZ & Co. to-morrow. I do not wish to repeat all I have Hongkong, 13th August, 1906. MARINE INSURANCE. Mr. Nielsen-I am sorry you will not repeat

"I consulted a technical expert-(Cries of have This Day & Established Myself in Name! name! name! as the speaker endeavoured Shanghai as AVERAGE ADJUSTER and am prepared to undertake the Adjustment of General and Particular Average and other The Chairman-What was the name of the Mr. Nielsen-I should have to ask his per-

Telegraphic and postal address: WADMAN SHANGHAL" H. P. WADMAN,

before us on the authority of Mr. Taylor, who, Corresponding Associate Association of Average Adjusters, as we all know, is an authority - on gold mining Great Britain. Hongkong, 3rd November, 1906. Mr. Taylor-I told you what the space in the godowns would be. I om let you figure it out

L'UNION OF PARIS FIRE INSURANCE vourself. It seems to me a very simple pro-COMPANY, LIMITED Dr. Reid -- I would like to have the views of FITHE Undersigned having been appointed his other man. Why can't Mr. Nielsen give AGENTS for the above Company are

prepared to accept Risks against Fire at current SIEMSSEN & CO. Mr. Nielsen, -- He said that if this company Hongkong, lst January, 1964.

one-third of what it is intended to start with, in NIORTH BRITISH AND MERCAN. TILE INSURANCE COMPANY. under very fanourable circumstances. How much would be earned on a cipital of Tis, FOTAL FUNDS AT 31ST DECEMBER, 19 3,000,000 you can probably figure out for £17,837,119.

Dr. Reid, I should like to know the opinion AUTHORISED CAPITAL... £3,000,000 Subscribed Capital ... 2,750,000 PAID-UP CAPITAL

> The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SHEWAN, TOMES & CO.,

Agents. Hongkong, 11th July, 1906.

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THE HONGKONG ICE COMPANY, LTD. have now 40,000 Cubic Foot of Cold Storage available at East Point. Stores will but the second having been withdrawn, he | be Open at . O A.M. and 4 P.M. daily, Sunday would with the consent of the meeting after the excepted to receive and deliver perishable goods. WM. PARLANE. Manager. Hongkong, 18th November, 1801.

> STORAGE. FOR COAL, TIMBER, &C.

FINO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable you could leave the matter to them. If you for above Purpose. EXTENSIVE WATER think your interests would be better secured FRÖNT. DEEP WATER. by appointing someone else we shall be

Also FOR SALE. Portious of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 999 YEARS' LEASE. For Particulars, apply-

GEO: FENWICK & Co., Ltd. Hongkong, 8th June, 1906.

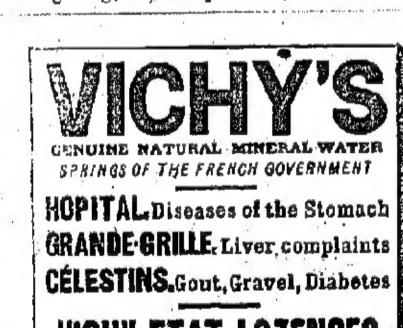
DR. M. H. CHAUN,

The Chairman -None, Sir. No cash offers FITHE latest Method of the AMERICAN SYSTEM of DENTISTRY. 37, DER VIEUX ROAD CENTRAL. From the University of Pennsylvania, U.S.A. Bongkong, 4th September 1905

SIEN TING.

SURGEON DENTIST No. 10, D'AGUILAR STREET

TERMS VERY MODERATE. Consultation Free. Hongkong, 21st September, 1905 1759



VICHY-ETAT LOZENGES COMPRIMES VICHY-ETAT

Allowing any one to prepare agrated

alkaline water at home.

BEWARE OF FORGERY

GRIMAULT & C°



Recommended by eminent Dermatologists and adopted in the Paris Hospitals in the treatment of Ringworm, Acne, Psoriasis, Eczema and Skin diseases generally.

> 8, RUE VIVIENNE, 8 Paris

NOTICE TO CONSIGNEES

FROM NEW YORK, PENANG AND SINGAPORE.

TITHE H.A.L. Steamship

"VANDALIA," Captain Franck, having arrived from the above Ports Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from

Optional Cargo will be forwarded unless notice to the contrary be given before To-DAY. Any Cargo imposing her discharge will be landed into the hazardons and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense. All Claims must be presented within total tys of the steamer's arrival here, after which state

they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th Nov. will be subject

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th Noy., at 3 P. M.

No Fire Insurance has been effected. HAMBURG-AMERIKA LINIE, Hongkong Office, Hongkong, 1st Nov. inber, 1906.

NIPPON YUSEN KAISHA. NOTICE TO CONSIGNEES

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

FATHE Company's Steamship

"KAMAKURA MARU," having arrived from the above Ports, Consignees. of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowleen Wharf and Godney Compane's Golivi at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the thoods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To hav. Goods not cleared before the 9th November will be subject to rent.

All shipsdamaged packages must be left in the Godown, and Notice of same sent to this Office before the 11th November, or Claims in connection therewith will not be recognised. No Fire Insurance has been effected. NUPPON YUSEN KAISHA.

Agents: Hongkeng, 1st November, 1906, .

NOTICE TO CONSIGNEES. FITHE P. & O. S. N. Co.'s Steamer

" MALTA? FROM BOMBAY, COLOMBO AND

STRAITS. Consignees of Cargo by the above-named versel are hereby informed that their Goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godewns at Kowloon, where each consignment will be sorted out, Mark by Mark. and delivery can be obtained as soon as the Goods are landed.

This ressel brings on Cargo:-From London, &c., ex s.s. Himalaya. From Possian Gulf, ox B. I. S. N. & B. & P. S. N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary before Goods not cleared by the 8th just., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignoe's and the Company's representative at an appointed. hour. All Chims must be presented within; ten days of the steamer's arrival here, after which date they cannot be recognised. No Clamas will be admitted after the Goods have.

loft the Godowne. E. A. BEWETT, Superintendent. Hongkong, 2nd November, 1906.

"MOGUL" LINE OF STEAMERS. NOTICE TO CONSIGNEES. S.S. "DEN OF KELLY."

FROM MIDDLESBOROUGH, GLASCOW. AND LIVERPOOL. ONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., a 'Kowloon, whence and/or from the wharves

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst., will be subject All Claims against the Steamer must be presented to the Undersigned on or before the

17th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 3 P.M. No Figa Insurance has been effected. Bills of Lading will be countersigned by DONWELL & Co., LTD.,

Hongkong, 3rd November, 1906. HAMBURG-AMERIKA LINIE.

THE H.A.L. Steamship

delivery may be obtained.

"RHENANIA," von Hoff, having Consignees Cargo are requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from

alongside. Optional Cargo will be forwarded unless notice to the contrary be given before To-DAY. Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon -Wharf and Godown-Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ton days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods

have left the Golowns, and all Goods remaining undelivered after the 12th Nov., will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowne, where they will be

No Fire Insurance has been offected. HAMBURG-AMERIKA LINIE. Hongkong Office.

Hongkong, 5th November, 1906.

examined on the 12th Nov, at 3 P.M.

ARRIVALS CANTON MARC. Japanese str., 2,742, S. Hirai, 6th Nov. - Nagasaki 1st November, General. Chines . D'ARDANUS, British str., 2,992, H. Nicholas, 6th

November Shanghai Brd Nov., General .-Butterfield & Swire. FAUSANG, British str., 1,530, F. Whoeler, 6th November - Mosi 1st Nov. Coal, Jardine,

Matheson A Co. HONOBER, British str., 2,056, J. Hainsworth, 6th Nov. Straits But Oct., General, Chinose. KAIFONG, Briffsh str., 986, F. Finlayson, 6th Novemb 1 - Ningpo Brd Nov . Ballasti-

Buttle field & Swire Ken now, British steamer, 6th Javember, from "Canton Kwas gan. Chinese stenner, 6th Nevember. from Canton

Royand, Norwegian str. 8th November, from Canton SAN DOSINGO, Panish str., 2.712, J. P. Galie, 5th Kovember - Europe via Suez, 5th Oct Generals- Melchers & Co. Tingsand British stenmer, 6th Nevember,

from Canten.

KULNSAIG, British str., 1.128; P. Moeney, tith November - Manila Brd Nov., General -Jaidine, Matheson & Co. Learner, Brutish &tr., 4,629, B. Rodger, 611. November Manila the Nov. General. Shewan, Tomes & Co.

> CLEARANCES AT THE HARBOUR MASTER'S OFFICE Nov. 6th.

Carl Diederickren, German str., for Haipheng Hailan, Fronch str., for Holhow. Nile; British str., for Singapore. Princess Alice, German str., for Europe Rhenavia, German str., for Yokohama Tentonia, German str., for Singapore

DEPARTURES. Nov. 6th. CHINA A merican str., for San Francisco CHOWTAL Cerman str., for Swatow. DES OF KELLY, British str., for Shanghai HAIMUN, British Str., for Coast. Ports. Howakene, French str., for Haiphony. KIURIANG, British str., for Canton. KUMBANG, Bittish str., for Calcutta. NISSIN MALE, Japanese str., for Canton RIGHT'S MARC, Japanese str., for Bombay SUNGRIASH, British str., for Manile. TAINAN. British str., for Saigen.

SHIPPING REPORTS. The British str. Karling/reports: Had strong monsoon and very logic seas. The Hitish str. Davidoors reported Strong

N.N.E. winds in Formosa Straits. The British str. Ymnsang reports: Moderate portherly, p. le, rough confused sea and overeast. The Billish str. Hongler reports: Light variable winds to lat. 14 No thence to port strong N.E. monsoonswinds, and sea. The British str. Zoffro reports Strong N.N.1. gale and mountainens N.N.E. sea and overest rainy weather throughout.

VIESELS IN DOCK.

A PMEDERS DOCKS of Chinkai Mare, Chmefa. KOWLOON DOCKS .- Sorsagan, Ch. Hardonin, Chowfue, Sahre, Montengle, H.M.S. Taku, Montanes, Borneo, Amara, Empress of India, Stand-Cosmoroti PAN Doct 8 - Hygeia, Tsinan,

"GLENULINE OF STEAMERS FOR LONDON AND ANTWEEP.

"GLENEARN," Captain Houghton, will be despatched as above TO-DAY, the 7th Mayember. For Freight, apply to Megrecor bros. & cow. Hongkong, 17th October, 1996.

NAVIGAZIONE GENERALE (Floric and Rubatting United Companies.)

STEAM FOR BOMBAY VIA SINGA-PORE AND PENANG. Having ennection with Company's Mail Steamers to ADEN, SUEZ. PORT SAID. MESSINA, NATSLESS, LEGISLOSS and GENOA. also VANICE and Threste, all MEDITER. RANKAN, ADMIATES, LEVASTING and SOUTH AMERICAN PORTS up to CALLAO! (Taking Cargo at through rates to PERSIA); GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and

THE Stoumship

Tean, Eclipier.

TATHE Steamehip

"ISCHIA," Captain Dodoro, will be despatched as above on TUESDAY, the 13th inst., at NOON. At Bombay the Steamer is discharging in Victoria Dock.

MALAGA.)

For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co.,

Hongkong, 3rd November, 1906.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STEAITS, CEYLON, AUS. TRALIA, INDIA, ADEN, HOYPE, MEDITERBANEAN PORTS, PLYMOUTH AND L'NDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS,

· #\HE Steemship

Captain C. L. Daniel, carrying Hr Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 17th November at Noon, taking passengers and cargo for the above ports in connection with the Company s.s. Mooltan, 9,629 tons, from Colombo, Passengers' accommodation in which yessel is secured before departure from Hongkong. Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London other cargo for London, &c., will be conveyed from Bombay by the R.M.S. Macedonia, due in

London on 29th December. Parcels will be received at this Office unti 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to

E. A. HEWETT, Superintendent. Horgkeig, 5th November, 1906,

Vessels

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w.," together with the number denoting the section.

VESSEL'S NAMES

2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

111		4 4					140
			1	4 4			
		Y .					
111	· ·	*				7.4	
	CALACTICANO A APPRIAGRANCE	Commission	25-24			44	*
	LONDON & ANTWERP	GLENEARN	Brit. str			McGregor Bros. & Gow	To-day,
. 1.4	LONDON & ANTWERP VIA SINGAPORE, &c	NHE	Brit. str		E. P. Martin, R.N.R.	P. & O. S. N. Co	About 7th inst
	LONDON & ANTWERP	Merionethsunke	Brit. str		****** ****************	Shewas, Tomes & Co	About loth inst.
10	LAUNDON AND VILLUSTIAL PORTS OF CALL	DELTA,	Brit. str.	·		P. & O. S. N. Co	On 17th inst, at Noon,
	MARSEITLES, Ac., VIA PORTS OF CALL	AUSTRAMEN	Frencher			MESSAGERIES MARTINES	On 13th inst, at 1 r.m.
	MARSEILLES, HAVRE, COPENHAGEN, &c	Slam	Dan. str			MELCHERS & Co.	
1 . 1	BREENISH, VIA PORTS OF CASE.	PRINZESS ALICE	Ger. str				About end of Nov.
	THE A RELEASE LAST THE STATE OF THE A PERSON STATES ASSESSMENT OF THE STATE OF THE STATES OF THE STA			tio See		MELCHERS & Co.	To-day, at Noon.
	TIAMBULG VIA STRAITS, Sc.	SEGOVIA	Ger. str	K. W.		Hamburg-Amerika Linie	On 24th inst.
	ANTWERP & HAMBURG VIA STRAITS, &c		tier, str	K, W.		Hamburg-Amerika Linie :	To-morrow.
. 1	HAVEE, BERMEN & HAMBULG VIA STRAITS, &C	BRISHAVIA		k. w.	Hildebrandt	Hamburg-Amerika Linim	On 15th inst.
141 %	HAVEE, ANTWERP & HAMBURG VIA STRAITS, &c.	STHONIA	Ger, str	k, w,	Brehmer	HAMBURG-AMERIKA LINIE	On 30th inst.
- 1	NAPLES, HAYRE, BREMEN'S HAMBURG	RUENASIA	Ger. str	k. w.		ILAMBURG-AMERIKA LINIR"	On 14th Dec.
	TRIESTE AC. VIA SINGAPORE, &c.	TRIESTR	Aus. str.	-		SANDER, WIELER & CO	On 29th inst., P.M.
th:	ODISSA	PETRONIA	Rus. str.	4501		MELCHERS & Co	
	ROSTON CNEW YORK	GHAZEE	Brit. str.				About 10th Doc.
	BOSTON & NEW YORK					Donwell & Co., Litis	About 24th inst.
-	NEW YORK	YEOLO	Evit. etr	-		ARNHOLD, KARBERG & Co	About 13th inst.
1:	NEW YORK-VIA PORTS & SUEZ CANAL	BRAEMAR .T	Amp'ste		Carrie occionamienta ag	SHEWAN, TOMES & Co.	About 16th inst.
	NEW YORK	SAINT PATRICK	Brit. str	_			About 10th Dec.
	NEW YORK	VERONA MILE MILE	Ger, str.	me: 841	Dobrouz	CARLOWITZ & Co	About 17th Dec.
411	VANCOUVER VIA SHANGHAI JAPAN, &c	EMPRESS OF INDIA	Brit. etr	2 m;	****** ********** * (*) ****	CANADIAN PACIFIC R. Co	On 22nd inst., at 4 r.M.
7	VANCOUVER VIA SHANGHAI JAPAN, &c	ATHENIAN A	Brit. str	l m.		CANADIAN PACIFIC R. Co	On 28th inst., at Noon.
	VICTORIA (B.C.) & TACOMA VIA JAPAN	TREMONT	Am. str	1.		Dodwera, & Co., Lite	On 27th inst.
	SOUTH AMERICAN PORTS VIA JAPAN PORTS	KASATO MARU	Jan. str		W E C S Filmer	Toro Kisen Kaisha	Middle of Dec.
	SAN FRANCISCO, VIA PORTS		tirit, str	_			
	- POWER AND AND AND THE AND COMES OF THE AND COMES AND AND COMES AND AND COMES AND COM	DAKOTAH		1		SHEWAN, TOMES & Co	About 21st inst.
	AUSTRALIAN PORTS VIA MANILA	TAIYUAN	Brit, str	lm.		BUTTERFIELD & SWIEE	On 12th inst.
	AUSTRALIAN PORTS VIA MANILA	WILLERAD A.M. CO.	Ger. str			MELCHERS & Co	On 13th inst., at Noon.
	AUSTRALIAN PORTS VIA MANILA	EASTERN	Brit. str 👵		McArthur	GIBB, LIVINGSTON & Co	On 1st Dec., at Noon.
	YOKOHAMA VIA SHANGHAI, MOJI & KOBS	- FORMOSAL	Brit. str.	Andread	B. W. H. Snow	P. & O. S. N. Co.	About 9th inst.
	YOKOHAMA, KOBE & VEADIVOSTOCK	San Domingo	Dan, str'			MELCHERS & Co	To-day.
	KOBE	TSINAN	Brit. str	l m.		BUTTERFIELD & SWIRE	On 14th just.
	JAPAN VIA SHANGHAI	Taimarii	Dut. str	-		JAVA-CHINA-JAPAN LIJN	Quick despatch.
		Kueichow	Brit. str	t m.	11 blanten	Organism to b Charles	
	TIENTSIN CONDECTIONAL					BUTTERFIELD & SWIRE	On 10th inst,
	FHANGHAI, KOBE & YOKOHAMA	RHENANIA	Ger str	.k. w.		HAMBURG-AMERIKA LINIB	To-day.
	SHANGHAL VIA SWATOW	Tingsang	Brit. str	_		JARDINE, MATHEBON & Co	To-day, at 4 P.M.
	SHANGHAL, NAMASARI, KOBE & YOROBAMA	Buelow	Ger. str	-	· rage of the contract of the		To-day.
•	SHANGHAL	KIUKIANG	Brit. str	1 m.	Miller	BUTTERFIELD & SWIRE	On 9th inst.
	SHANGHAL	HANGSANG	Brit. str	-	Spencer Wilde	JARDINE, MATHESON & Co	Ou 9th insta at 4 P.M.
	SHANGHAL, KOBE & YOKOHAMA	ERNEST SIMONS	Fren str		Bourdon	MESSAGERIES MARITIMES	About 12th inst.
	SHANGHAL KOBE & YOKOHAMA	ANDALUSIA	Ger. str	k. 17.	A refer of the contract of the	HAMBURG-AMERIKA LINIE	On 13th inst.
	SHANGHAT	DEVANHA	Brit. str			D of C S V C.	
	TAMSUL VIA SWATOW & AMOY	MASAN MARU	4		T Contracto	P. & O. S. N. Co	About 16th inst.
1	A MARIETTE A MARIETTE AND THE AND THE CONTRACTOR ASSESSMENT ASSESS		Jap. str	······································	1. Sakurai	OSAKA SHOSEN KAISHA	On 11th inst, Daylight.
gr 1	ANPING VIA SWATOW & AMOY	FUKUSHU MARU	Jup. str	1	2. 110	OSAKA SHOSEN KAISHA	On lith inst., Daylight.
1	AMOY, MANILA, CEBU & HOILO	Kaifong	Brit. str	.1 m.	E. Finlayson	BUTTERFIELD & SWIRE	To-marrow.
140	SWATOW, AMOY & FOOCHOW	Quartag	Ger. str	→ ···	H. Madsen	OSAKA SHOSEN KAISRA	On 9th inst., Daylight.
6	MANILA	Y DENSANG	Brit. str		F. Mooney	JARDINE, MATHESON & Co	On 9th inst., at 1 P.M.
	MANILA	ZAFIRO	Brit. str	_	R. Rodger	BHEWAN, TOMES & Co.	On 10th inst, at Noon.
TEL	MANILA	TEAN	Brit. str	1 m.		BUTTERFIELD & SWIRE	On 14th inst.
T. 1	1 * A \	Rubi	Brit. str		R. Almond	Shewan, Tomes & Co.	
	SAMARANG & SOURABAYA		Brit, str.				On 17th inst., at Noon,
		Horsand,,,,,,		11-1	Trade-a	JARDINE, MATHESON & Co	On 10th inst., at 3 P.M.
	BOMBAY VIA SINGAPORE & PENANG	ISCHIA	Ital strange	W 14	120dero	CARLOWITZ & Co	On 13th inst, at Noon.
20 1		. !		1			

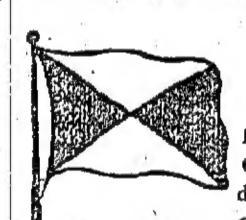
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAT. RUSSIAN EAST ASIATIC CO., LTD.,

ST. PETERSBURG & VLADIVOSTOCK.

PROJECTED SAILINGS FROM HONGKONG.

1. From Green Island to the Harbour Master's.

SUBJECT TO ALTERATION. STEAMERS DATE OF SAILING. DESTINATION MARSEILLES, HAVRE, COPEN-) HAGEN, SCANDINAVIAN, R'SIAN > About end of Nov. and GERMAN BALTIC PORTS ... "SAN DOMINGO" ... On 7th Nov. "ҮОКОНАМА, ∵ On or about 3rd Dec. " CAMBODIA" VLADIVOSTOCK ... On or about 10th Dec. ... PETRONIA' For Further Particulars, apply to MELCHERS & CO., AGENTS. Hongkong, 29th October, 1906.



HONGKONG-MANILA.

Highest Class, newest, fastest and most inxurious Steamers between Hongkong and Manila, Salvon amidships, Electric Light, Perfect Cuisipe. SURGEON and STEWARDESS carried. All the most up-to date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

BAILING DATE.

i	STEAMSHIF,	Tons.	CAPTAIN	FOR	SAILING DATE,
İ	ZAFIRO	2540 R	Rodger	Manile.	On 10th Nov., Noon.
	RUBI	2540 I	Almond	Manila.	On 17th Nov., Noon.
,	For Freight or	Passage ap	ply to Si	HEWAN, TO	OMES & CO.,
	Hongkony, 3rd Nov	ember, 190			MANAGERS. [15



HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ

GENERAL AGENTS

CANAL. (WITH LIBERTY TO CALL AT THE MALABAR COAST). S.S. "BRAEMAR" About 16th November. For freight and further information apply to SHEWAN TOMES & CO.,

INDO-CHINA STEAM NAVIGATION CO.. LIMITED.

PROJECTED SAILINGS PROM HONGKONG (SUBJECT TO ALTERATION.) STEAMERS. FO SAIL. SHANGHAI VIA SWATOW "TINGSANG" ... Wed'day, 7th Nov., 4 P.N.

* MANILA "YUENSANG" ... Friday, 9th Nov., 4 P.M. + SHANGHAI "HANGSANG" ... Friday, 9th Nov., 4 P.M. SAMARANG & SOURABAYA "HOPSANG" Saturday, 10th Nov., 3 P.M. . These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light. + Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang & Yangtsze

Ports. For Freight or Passage, apply to Hongkong, 6th November, 1906.

Hongkong, 9th October, 1906.

JARDINE, MATHESON & CO., GENERAL MANAGERS.

CO., LTD. HAMBURG-AMERIKA PASSENGER SERVICE. For Freight and further information, apply to

PY the new steamers, "RHENANIA," "HABSBURG," "HOHENSTAUFEN," and the "SCANDIA" and "SILESIA." The steamers are specially built for the tropics and have luxurious Passenger accommodation first-class. Cabins Amidship, lighted throughout by electricity, cabins fitted with fans. Doctor and Stewardesses carried. Laundry on heard. Return tickets issued at reduced rates for two years available, through tickets to be had to London via Havre and to New York via Naples and Hamburg.

NEXT SAILINGS OUTWARD. FOR SHANGHAI, KOBE, YOKOHAMA, (TSINGTAU, CHEFOO AND TIENTSIN VIA SHANGHAL Capt. v. Hoff 7th November HOHENSTAUFEN ... Capt. Jaeger 2nd December SILESIA Capt. Bable 2nd January lat February NEXT SAILINGS HOMEWARD. FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, HAVRE, (LONDON YIA HAVEE) AND HAMBURG, Capt. v. Hoff HOHENSTAUFEN ... Capt. Jaeger 11th January 8th February

Capt. v. Doshren

NEXT SAILINGS OUTWARD. ... FOR SHANGHAI, KOBE & YOKOHAMA... 7th November RHENANIA ... FOR SHANGHAI, KOBE & YOKOHAMA... 13th November ANDALUSIA FOR SHANGHAI, KOBE & YOKOHAMA... 26th November AMBRIA FOR SHANGHAL KOBE & YOKOHAMA ... 2nd December HOHENSTAUFEN NEXT SAILINGS HOMEWARD. VIA STRAITS, COLOMBO AND ADEN.

Taking Cargo at through rates to Antwere, Amsterdam, Rotterdam, Copenhagen, Lisson, Oporto, London, Liverpool, Glasgow, Trieste, Genoa, Ports in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS, Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

... FOR ANTWERP & HAMBURG TEUTONIA FOR HAVRE, BREMEN & HAMBURG ... 15th November BRISGAVIA SEGOVIA FOR HAMBURG 24th November ... FOR HAVRE, ANTWERP & HAMBURG ... 30th November ... FOR NAPLES, HAVRE, BREMEN & HAMBURG 14th December * RHENANIA For Steamer of the Coast Service Marked I to ` SIEMBSEN & CO.

NORTHERN PACIFIC LINE.

BOSTON TOWBOAT CO. BOSTON S. S. CO. CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA. B.C. AND TACOMA

MOJI, KOBE AND YOKUHAMA.

Steamers	Tons.	Cap sin.	Sailing Date.
TREMONT † PLEIADES † LYRA SHAWMUT † HYADES	3,753 4,417 9,606	T. W. Garlick F. G. Purrington G. V. Williams E. V. Roberts J. Alwen	About 20th December. On 29th December. On 23rd January.

Cargo only:

EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

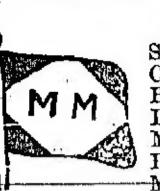
The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA. For further information apply to-

> DODWELL & CO., LIMITED, GENERAL AGENTS.

OUREN'S BUILDINGS. Hongkong, 29th October, 1906.

VESSELS ON THE BERTH COMPAGNIE DES MESSAGERIES · MARITIMES. FRENCH MAIL STEAMERS.



TO BE DESPATCHED

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA. BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX MEDITER RANEAN

AND BLACK SEA PORTS: WHE Steamship

"AUSTRALIEN," Captain Lemonnier, will be despatched for MARSEILLES, on TUESDAY, the 13th Nevember, at 1 P.M. This Steamer connects at Colombo with the Australian line s.s. Sydney, bound for Mar-

seilles via BOMBAY and Aden. Passage tickets and through Bills of Lading issued for above ports. . . Cargo also booked for principal places in Next sailings will be as follows:

S.S. "TONKIN" ... 27th Nov. S.S. "ERNEST SIMO ... 11th Dec. S.S. "POLYNESIEN" ... 25th Dec. S.S. "CALEDONIEN" ... 'Sth Jan. S.S. "SALAZIE" 22nd Jan. G. DE CHAMPEAUX,

Hongkong, 31st October, 1906. THE AMERICAN & ORIENTAL LINE

FOR NEW YORK. (With Liberty to Call at the Malabar Coast).

/ IHE Steamship

" YEDDO," Captain Cowley, will be despatched for the above Port on or about the 13th November. For Freight, apply to ARNHOLD, KARBERG & Co.,

Agents. Hongkong, 4th October, 1906.

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS. FITHE Stoamship

" DAKOTAH: Will be despatched for the above Ports on or about the 21st November. For Freight and further particulars, apply to SHEWAN, TOMES & Co.,

Agonts. Hongkong, 24th Qetober, 1996. REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY-TO CALL AT MALABAR COAST). PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK. "GHAZEE" 24th Nov. FOR NEW YORK. "SAINT PATRICK" ... 10th Dec.

DODWELL & CO., LD., Agente. Hongkong, 29th October, 1906.



AUSTRIAN LLOYD'S STEAM NAVI...

GATION COMPANY. STEAM FOR FIUME AND TRIESTE (DIRECT) Calling at SINGAPORE, PENANG. COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID, (Taking Cargo at through rates to the BRAZILS, to South Africa, Persian Gulf, RED SEA, BEACK SEA, LEVANT, VENICE and

ADRIATIC PORTS). /NHE Company's Steamship

22nd March

"TRIESTE," Captain Mistrorigo, will be despatched as above on THURSDAY, the 29th November, P.M. This Steamer has capital accommodation for passengers, electric light and carries a dector. For information as to Passage and Freight, apply to

SANDER, WIELER & Co., Agente. Prince's Buildings. Hongkong, 27th October, 1906,

EASTERN AND AUSTRALIAN STEAM: SHIP COMPANY, LIMITED. FOR SYDNEY AND MELBOURNE. (Calling at Manilla, Timor, Port Danwinged

QUEENSLAND PORTS, and taking through Cargo to Adelaide, New Zealand. TAHMANIA, &C.)

INE Steamship

"EASTERN." Captain McArthur, will be despatched for the above Ports on SATURDAY, 1st December, This well-known Steamer is specially fitted

for Passengers, and has a Refrigerating Chambor, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light. A Stewardess and a duly qualified Surgeon

are carried. N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms. For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Hougkong, 31st October, 1906. TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

FOR SOUTH AMERICAN PORTS VIA JAPAN PORTS. Regular Steamship Service between Hongkong. CALLAO and IQUIQUE via JAPAN PORTS. Tons To Sail Steamer

'KASATO MARU'' 6,000 Middle of Dec. Capt. W. E. C. S. FILMER. Taking Freight and Passengers to other Western Coast Ports of South America. The above Steamer has spleudid Accom-modation and is fitted throughout with Electric Light. A duly qualified Surgeon is

For further information, apply to K. MATSDA, Manager,

carried board.

York Building. Hongkong, 5th October, 1906.

AND ORIENTAL PENINSULAR STEAM NAVIGATION COMPANY.

	FOR	STEAMERS	TO SAIL	REMARKS.
	LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NILE Capt. E. P. Martin, R.N.R.	About 7th November	Freight and Passage.
•	YOKOHAMA VIA SHANGHAI,) MOJI and KOBE	FORMOSA	About 9th November	Freight and Passage.
	SHANGHAI	DEVANHA	About 16th November	Freight and Passage.
	LONDON, No., VIA USUAL POICTS) OF CALL		Noon, 17th November	See Special Advertisement.
	For further Particular,	apply to	E. A. HEY	VETT,

langkang, ôth November, 1906

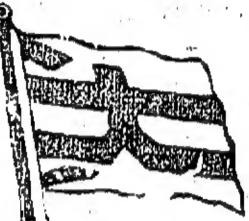
LIMITED.

			141	Con
	FOR		TO SAIL	and Pare
	AMOY, MANILA, CEBU and ILOILO	* "KALFONG"	On 8th November,	The
	SHANGHAI		On 9th November.	Line
	TIENTSIN	"KUEICHOW"	On-10th November.	
1.5	MANILA, ZAMBOANGA, PORT)			RATES C
	DARWIN, THURSDAY ISLAND, I			TO N
	COORTOWN, CAIRNS, }	† 5 "TAJYUAN"	On 12th November.	
•	TOWNSVILLE, BRISBANE,	_	5	TOSC
	SYDNEY and MELBOURNE J		2.1	· AN
	MANILA	• "TEAN"	On 14th November	
	KOBE	* "TSINAN"	On 14th November	* To N
n.	* The attention of Passengers is directed	d to the superior accomm	odstion offered by there	VIA I
	teamers, which are fitted throughout with El	lectric Light. Unrivalled ?	'sble A daly qualified	_
	Surgeon is carried.	and a mark to the contract of	and diameter	VIA I
	+ Taking Cargo on through bills of ladin	g to all Yangters and North	horn Chine Posts	11
	1 Taking Cargo and Passengers at thre	ough rates for all Name ?	colord Ports and other	• In the
	Australian Ports.	Oug 1 1100 101 1104 2	tokiand Ports and other	travelling
			A	GENOA O
	REDUCED SALOON FARES, SINC	GLE AND RETURN	TO MANILA AND	expense,
	1 77 (477) (1 1	T T A N T TAKE TAKEN		TID as a second

For Freight or Passage, apply to-BUTTERFIELD & SWIRE, AGENTS.

AUSTRALIAN PORTS,

Hongkong, 7th November, 1906



OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION,

20	TAMSUI VIA SWATOW {	"MASAN MARU" Capt. I. SAKURAI	SUNDAY, 11th Nov., at DAYLIGHT.
*	ANPING VIA SWATOW- {	"FUKUSHU MARU" Capt. S. Ito	WEDNESDAY, 14th Nov., at DAYLIGHT.
		THE CHARTERED S.S.	
	SWATOW, AMOY AND {	"QUARTA" Capt. H. Madsen	FRIDAY, 9th Nov., at DAYLIGHT.

THE CO.'S S.S.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table. † Taking Cargo on through Bills of Lading to all Yaugtese and Northern China Ports. For Freight, Passage, and further information, apply at the Company's local Branch Office, at Second Floor, No. 1, Queen's Buildings.

Hongkong, 7th November, 1906.

T. ARIMA, Manager.

LRAVING

PASSENGER SEASON 1907.

PENINSULAR ORIENTAL STEAM NAVIGATION CO.

THROUGH STEAMER

MARSEILLES AND LONDON. VIA COLOMBO AND BOMBAY.

FETHE STEAMSHIP

"MACEDONIA."

10,500 Tons, Capp. C. D. Bennett, R.N.R.

WILL BE DESPATCHED AT NOON,

SATURDAY, 23RD MARCH, AND IIS DUE IN MARSEILLES ION THE 20TH APRIL AND LONDON ON THE 27TH APRIL.

IN ADDITION TO GIVING PASSENGERS AN OPPORTUNITY OF SPENDING ABOUT 24 HOURS IN BOMBAY THIS VESSEL WILL MAKE A FAST RUN TO MARSEILLES AND LONDON. THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE COMPLETED IN 28 DAYS AND TO LONDON IN 35 DAYS

FARES:

TO MARSEILLES-£61 FIRST AND £42 SECOND SALOON, To LONDON-£65 FIRST AND £44 SECOND SALOON.

For Further Particulars, apply to

Hongkong, 11th October, 1906

E. A. HEWETT, Superintendent.

IMPERIAL GERMANMAIL

LINES. NORDDEUTSCHER LLOYD, BREMEN. EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

STEAMBLE WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE

SAILING DATES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EGROPEAN, NORTH AND SOUTH AMERICAN PORTS, PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

							1906	
	PRINZESS A	PICE	***		WED	NESDAY:	7th November	-
1	ROON	***	*** ins	***	WED	NESDAY.	21st November	
•	BUELOW	***	144" 044		WED.	NESDAY	5th December	
	PRINZ REGE	NT LU	HTPOLD	***	WED	NESDAY	19th December	
		•		9			1907	
i	PRINZ EITE		EDRICH	6 , 140	WED	NESDAY	2nd January	
	SEYDLITZ		***	*10		NESDAY	loth January	
ļ	PRINZ HEIN	RICH	111 *11	. 601		NESDAY	30th January	
	GNEISENAU	***	***	***		NESDAY .	13th February	
	PREUSSEN	***	****	A	WED:	YAGERA	27th February	
	N WEDN	ESDAY	, the 7th	day of	NOVEMI	BER, 1906,	at Noon the Stee	m

STRAMERS.

from PORT SAID.

"PRINZESS ALICE," Captain Ch. Polack, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Children AT NAPLES and Chevoa. Shipping Orders will be granted till Neou, on Monday, the 5th Nov. Cargo and Specie will be received on Board until 5 F.M. on Tursday, the 6th Nov., and Parcels will be received at the Agency's Office until Noov, on Tursday, the 6th Nov. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Steward 38808.

Linen can be washed on board.

	The state of the s				
	RATES OF PASSAGE MONEY FROM HONOKONG:		nd Class	3rd Class	ı,
	TO NAPLES, GENOA AND GIBRALTAR	E81 0 0	北紀 0 0	#22 0 0	
,	return .	91 0 0	63 0 0	33 0 0	
	TO SOUTHAMPTON, LONDON, BREMEN				
	AND HAMBURG	65 0 0	44 O C	24 0 0	
	return	97 0 0	66 0 0	36 0 0	
	* To NEW YORK VIA SUEZ	4	•		
	VIA NAPLES, GENOA OR GIBRALTAR	64 0 0	44 0 0	26 0 6	
	. return	115 0 0	79 0 0	47 0 0	
•	VIA BREMEN OR SOUTHAMPTON,	68 0 0	46 0 0	27 0 0	
	return	123 0 0	83 0 0	49 0 0	
	 In the event of the passenger leaving the Mail Step 	mer at Naples	Genos or	Gibrolton	

travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES. GENOA OR GIRBALTAR, but in this case the cost of the railway trip, etc., to be at passengers' Tour VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co., from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included. INTERBUPTION OF THE VOYAGE IN EGYPT: Pussengers to European and New-York are entitled to travel by the N. D. L. Mediterranean Swamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer

JAPAN-CHINA-AUSTRALIAN LINE. VIA NEW GUINEA.

FOR MANILA, SIMPSONHATEN, FRIEDRICH WILHELMSHAFEN. HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY

AND MELBOURNE. PROPOSED SAILINGS FROM HONGKONG-(SUBJECT TO ALTERATION). WILLEHAD TUESDAY, 13th Nov. PRINZ SIGISMUND TUESDAY, 8th Jan.

O' TUESDAY, the 13th NOVEMBER, at Noon, the Steamship "WILLEHAD," Captain Obenauer, with Mails, Passengers and Cargo, will leave this port as above, The Steamer has spleudid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

	1	24571		4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	•						
,	٠٠ ا	RATES OF	PASSAGE	Money	FROM	Ноивкоив	- i				
						1st Class	2nd Class	3rd Class	185	Class 2n	d Class
	To	MANILA			*** . *	\$50,	\$30	Albert - March -		880	\$50.—
	To	NEW GU	INEA	101	244	£28.—	£18.10	£14.00			£27.15
		BRISBAN		141	•••	£30,—	£20.—	ART	return	A	£36.—
	To	SYDNEY	*** ***		***	£33	£23.—	the same	return		£41:10
	To	MELBOU.	RNE	2 444	444	£34.10	£24.10		return		£44.5
	\mathbf{To}	YOKOHA	MA	•••	***	\$80.00	\$60.00		return		
	\mathbf{T} o	KOBE .		***	144	395.00	870.00	350.00	return	\$170.00	
		YOKOHA		back fro	m KO	BE .				4- 700	4
Ì	i	to HONG	KONG		***	\$140.00	\$100.00				
_	4	,			_		—				

Through Rates of Passage Money from Hongkong: 1st Class To EUROPE via AUSTRALIA and COLOMBO by Imperial Mail Steamer £97. 0. 0. To EUROPE via AUSTRALIA and AMERICA ... 96. 0. 0. From Australia to New York via Vancouver by the C.P.R. Co.'s steamers, or via San Francisco by the O. & O.S.S. Co.'s steamers, and from New York to Europe by the Magnificent Express Steamers of N.D.L.

SAILINGS OUTWARDS. EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, BUELOW" ... Wednesday, 7th Nov. SHANGHAI. NAGASAKI. PRINZ REGENT LUITPOLD" ... Wednesday, 21st Nov. * YOKOHAMA and KOBE ... "PRINZ SIGISMUND"
* Reaching Yokohama in less than six days. ... Wednesday, 21st Nov. TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San Francisco to New York by the C.P.R. Co.'s steamers P.M. 3.3. Co., O. & O. S.S. Co., T. K. K. and from New York to Europe by the Miguillout Express Steamers of the Norddeutscher Lloyd are issued at the following Rates:—

1st Class

To London via Plymonth or Southampton To Bremen To Paris via Cherbourg To Naples, Genos via Gibraltar . . .

Passage money payable in local currency at current sight Bank, rate of Exchange on the day of payment. NORDDEUTSCHER LLO7D.

For further Particulars, apply to

PASSENGER SEASON 1907.

MELCHERS & GO., AGENTS.

DAYS TO ITALY

BY THE MAGNIFICENT N.D.L. LINERS:

PRINZESS ALICE" 10,911, ON MARCH 13TH. CAPT. CH. POLACK.

Tons Reg. "PRINZ LUDWIG" 10,500, ON MARCH 27TH. CAPT. IVON BINZER.

CALLING AT NAPLES, GENOA, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

EARLY BOOKING RECOMMENDED.

FOR PARTICULARS, APPLY TO

MELCHERS & CO., ACENTS.

Hongkong, 12th October, 1906,

CANADIAN PACIFIC RAILWAY. COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY-SPEED-PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REQUEAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific is the "EMPRESS LINE," Saving 5 to 10 days' Ocean Travel. 11 DAYS YOKOHAMA to VANCOUVER, 18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration). Tons LEAVE HONGKONG ARRIVE VANCOUVER "EMPRESS: OF INDIA" 6,000 " ... THURSDAY, 22nd Nov. ... 10th Dec. WEDNESDAY, 28th Nov. ... 22nd Dec. "EMPRESS OF JAPAN" 6,000 THURSDAY, 20th Dec. ... 7th Jan. " MONTEAGLE" 6,163 . WEDNESDAY, 26th Dec. M. 19th Jan

"EMPRESS" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 Noon. TIME Quickest route to CANADA, UNITED STATES and EUROPE, collins YOROHAMA and VICTORIA, B.C. Compagn on VANCOUVER with A Special and Express, and at Quebec with the Company's NEW PALATIAL "FIMPRES " intermships" 14.500 tous register. The through transit to LLVERPOOL being 224 days from YOK HAMA. and 291 days from HONGKONG.

Intermediate on Steamers ; and 1st Class Railways ... R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" marry informediate passengers only, at Intermediate rates, affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval

Military, Diplomatic, and Civil Saccious, and to European Officials, in the Service of China and Japan Gevernments For further information, Maps, Routes, Handbooks, Bates of Preight and Pa eight apply to D. W. CRADDOCK, Acting General Agent,

JAVA-CHINA-JAPAN

REGULAR THREE-WEEKLY SERVICE BETWEEN

CHINA AND JAPAN.

Ехркство. STEAMER FROM. ON OR AHOUT TJIMAHI ... Second half of JAVAJAPAN wia SHANGHAI Second half of November November TJILIWONG. Second half of JAPAN Second hadf of JAVA PORTS Neveraber Nuverabor TJULATJAP.. Secondhalfof JAPAN first half of JAVA PORTS November. December TJIBODAS .. Second half of JAPAN First half of JAVA PORTS November December First half of JAPAN via SHANGHAI TJIPANAS... JAYA First half of

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Notherlands Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the HEAD AGENCY OF THE

... JAVA-CHINA-JAPAN LIJN

York Buildings, 1st Floor. Hongkong, 2 th October, 1906. Telephone No. 375

December

Corner Podder Street and Prays opposite Blake Pier.

Bovril gives Strength to Resist Disease and greatly aids recovery from exhausting illness.

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"MERIONETHSHIRE," Will be despatched for the above Ports on or about the 15th November, and will be followed by the Steamship "FLINTSHIRE,"

On or about the 20th November. For Freight and Passage, apply to SHEWAN, TOMES & Co.,

Hongkong, 17th October, 1806 DAMPFSCHIFFS.RHEDEREI"UNION" ACTIEN-GESELLSCHAFT.

FOR NEW YORK. (With Liberty to Call at the Malabar Co st).

THE Steamship

"VERONA," Captain Dobronz, will be despatched for the above Port on or about MONDAY, the 17th For Freight, apply to

CARLOWITZ & Co., Hongkong, 5th November, 1906.

Cunliffe, The Pioneer Experts Russell & Co. 10 & 12, Place de la Bourse

ECURITIES issued by PARIS European Gov'ts and WRITE FOR Municipalities offering DESCRIPTIVE prospectsofimmense returns. PAMPHLETS

To be purchased for cash or on the "Times" system of monthly payments.

201:17 Fig. RUSSELL & CC. being the oldest-estab-lished firm of dealers in Premium Bonds in the world, offer advantages absolutely unobtainableelsewhere. Bonds graranteed. Exceptional facilities for payment. Numbers checked after every Drawing. Results of Drawings in English. Holders of drawn Bonds advised at once. Prizes collected free of charge. Bonds purchased "at sight." Loans granted on Premium Bonds. Services continue until last Bond drawn. All transactions confidential. en marines es en la como es com les entre en configuration de la profesion de la configuración de la confi

Gutler, Palmer & Go.'s



SHIPPERS Cutler, Palmer & Co., London

SIEMSSEN & CO. HONGKONG.



POST OFFICE NOTICES.

7.30 n. m.	a of at 6 p.m., until furt	hor notice.		
	. 14			1
	FOR		PER	DATE
2	₽			Made ander 7th this are
Saigon	*******************		Drafar	Wednesday, 7th, 10.00 A.M.
Amoy and	Singapore	***** ******* ***	Chowfie	Wednesday, 7th, 10.00 A.M.
				Wednesday, 7th,
	1. C	a pro-		Printed Matter and Sam-
				ples 10,00 A.M.
EUROPE,	Log India via Tuticori	2		Registration 10.00 A.M
Late	Latter, 11,0026 11,50 A	"WE BESTER !	, '	(Registration, with 'ate
Pos	tage ift cents.	*** *** ** ** ** **	Prontess Alice	fee of 10 cents, up to
(Toda	rs posted in all the Pi	Har Boxes (F TOCCOM ZIECES	19.45 A.M.)
120 4	ime for the first clears	mee will be !	100	
111 (ided in this contract ma	ih		Registration, Kowleon
ruen.	DUME IN CITE CONTENTS OF	, , , , , , , , , , , , , , , , , , ,		B.O 10,00 A.M.
		T.		No late fee,
40-		1		, Letters 11.00 A.M.
		9.0	Houam	Wednesday, 7th, 1.15 P.M.
M heno	And the state of t		Tingaung	The state of the s
Swatew or	al Spangfini			ARE A S . MAR (D. M.)
Singapore	and Rangoon		Tertonia	Wednesday, 7th, 3.00 P.M.
Shanghai.	Kele and Yokohama	······································	Rhenawa	441 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4
Koba	and the second of the second		Kaira Mary	
Onano Chi	ow Was and Chickhom		Jacob Diederickero	4.4.4
Swater on	d Brugkok		Keongwai	Thu sday, Sth. S.00 A.M.
PARTON DO	Name of Street, Street		Phys Van	Thursday, Sth. 9.00 A.M.

CHRISTMAS GREETINGS

IN ADVANCE.

A FINE SELECTION OF

RAPHAEL TUCKS

and may be expected here to-day.

F-VARIOUS DESIGNS AND DESCRIPTIONS.

NOW ON VIEW.

10% DISCOUNT FOR CASH.

H. RUPTONJEE.

5, D'AGUHAR STREET, HONGKONG.

The N.Y.K. str. Sanuki Maru (European

The Indo China str. Kutsung left Calcutta

Line) left Kobe for this port via Moji on the

2nd inst., and is expected here on the 12th inst.

for this port via the Straits on the 30th Oct.

and may be expected here on or about 15th inst.

hama at 2.30 p.m. on Saturday, the 3rd inst.,

and left again at 4 p.m. on Sunday for Kobe,

where she is due to arrive at 5 a.m. on Tuesday,

The G. N. str. Minnesota, sailed from Scattle,

The Boston Tow Boat Co.'s str. Lyra sailed

Thestr. Satsuma sailed from New York on

Thestr. Wray Castle sailed from New York

Thesir. Rus Bere left New York on the 23rd

Oct., and is due here on or about the middle of

OPIUM.

Quotations are: Allow'ce net. to 1 catty.

PASSENGERS.

Per San Domingo, from Europe, Mr. and

Mrs. N. Forum, two children and nurse.

Mesers, F. Brusewitch and H. Couchterlony. Ber Prinzess Alice, from Yoke Jama, &c . Mr.

and Mrs. Griffin, Mr. Geo. Reiche, Dr. Noble.

Messre, Bruce D. Smith, A. R. Flinn, Hugh L.

Wilson, Capt. W. Eberhardt, Capt. v. Mangels-

derff, Mr. Melchers-Ahrens, Dr. Grossmann,

Messes, Franz Tsinat and Henry Keswick, Mr.

and Mrs. J. Chagas and child, Consul Dr.

Heintze, Messrs. C. B. Woodhead and family,

Reimors, G. Beermann, Mr. and Mrs. Kadovie.

Dr. Schmidt, Messrs. F. Drude, Jos. Grunberg,

H. O. Hutching, M. C. Helm, Le Roy A.

Barlett, Miss Lammens, Mosses, Beattie, Mac-

Per Yaensang, from Manila, Mr. Smith.

to —

to

from Scattle on the 12th August for Japan,

arrived at Yokohama on the 5th inst.

Manila and Hongkong.

Malwa New \$860

Persian extra fine.. \$760

and Mrs. Aug. Telika.

Senares New\$870

Benares Old........ \$850 to

Malws Old \$920 to — Malws Older \$980 to —

Malwa V. Old,....\$1029 to -

Persian fine quality \$700. to —

The C.P.B. str. Athenian arrived at Yoko-

37 and 38, ELGIN ROAD, KOWLOON, Hongkeng, 1st November, 1906.

the 6th inst.

the 20th Sept

on the 4th Oc.

December.

TOMORROW Sale, 88, "YEUNA" with all her Anchors, Chains and Appartenances, &c., on board, Mr. Geo P. Lemmert 15 Noch. Fale, Japanese Goods, &c., Fales Room, Mr. C. de M. C. Vicira-I. deiro, 2.30 p.m.

COMMERCIAL. ----

CLOSING QUOTATIONS.

	CN	LUNDON.
		Tolegraphic Transfer
= 1		Bank Hills, on demand
		Pank Bills, at 30 days' sight2/31%
		Bank Bills, at 4 months sight 2/3
	3	Credits, at 4 months' sight,2,41
_		Documentary Fills, 4 months sight 2, 41
	# X ==	
1	QЗ	PARIS.—
4.		Bank Bills, on demand
	_	Credits, at 4 months sight293
	On	GERMANY.
		On demand234
	Oи	NEW YORK.
		Bank Bills, on demand
` '		Credits, 60 days' sight
	On	BOMBAY
		Telegraphic Transfer
		Pank, on demand
	ON	CALCUTTA.
•	V.,	Telegraphic Transfer,
		Pank, on demand
. · ·	e.	SHAHGHAI
	UN	Bank, at sight
		Dank, at Right appropriations and 711
	ad k	Private, 30 days night731
	ON	YOKOHAMA.—On demand112
٠	ON	Manila.—On demand—Pesov.—1114
	"ON	SINGAPORE. On demand2 p.o. p.m.
72	CN	BATAVIA.—On demand
	ON	HAIPHONG.—On demand
	OR	BARGKOR.—On demand
4,	ON	BANGKOK.—On demand
	80	VERRIGRS. Bank's Fuying Rate \$8.65
1.	Go	DLD. LEAF, 100 fine, per tael \$46.20
	_	200

VESSELS EXPECTED.

THE AMERICAN MAIL. The T.K.K str. Nippon Maru sailed from Yekohama on the 1st inst., and will be due at this port on the 12th inst. The P.M. str. Algon sailed from San Francisco for Hongkong on the 20th Oct.

THE FRENCH MAIL. The M.M. str. Ernest Simons left Singapore on Monday, the 5th inst. at 4 p.m., via Saigon. THE CANADIAN MAIL. The C.P.R. str. Empress of Japan left Van-

couver on Tuesday, the 30th Oct., a.m., for Hongkong via the usual ports of call MERCHANT STEAMERS. The P. & O. str. Formosa left Singapore for

this port on the 2nd inst., at 1 p.m., The str. Arratoon Aprar, from Calcutta, left Singapore on the 2nd inst., p.m., and may be expected here on or about the 8th inst. Per N.G.I. str. Ischia left Singapore for this port on the morning of the 2nd inst., and may he expected here on or about the 9th inst. The German str. Landrat Schieff left Moji

on the 5th inst. for this port, and is due to arrive

here on or about the 10th inst.

Willie, J. H. Ross and Geo. E. Maynard. DEPARTED. Per China, for San Francisco, &c., Dr. Marcus C. Tarry, Messrs. A. Brook Smith, G.C. Moxon, JUIHE Undersigned GENERAL AGENT'S C. H. Ross, Mr. and Mrs. T. R. Tallman, Mr. and Mrs. T. M. Armour, Messrs. F. W. Willis, J are prepared to issue THROUGH BIL'La Geo. Y. Bowman, Mr. and Mrs. Cummings, OF LADING for all the principal ports of Capt. Large, Messrs. H. Booth, A. C. Grilk, South Africa, in connection with Indo-W. F. Barnes, Misses Harrison, Mr.C. H. Allen, CHINA STTAM NAVIGATION Co.'s fortnightly Rev. and Mrs. Tricket, Mr. Paul Tricket, Miss | service hence to CALCUTTA. Sailings from M. Hayden, Mr. W. H. Marks. Miss V. De CALCUTTA for CAPE PORTS every fortnight Noie, Mr. J. C. Peter, Dr. and Mrs. A. Anderson, Messrs. Carl A. Anderson, Mrs. Eva C. Anderson, Miss M. Sawyer, Mr. F. Schaller, Mr.

and Mrs. F. H. Kirchoff, Misses N. and V.

Pounds, and Mr. L. J. Smith.

JOINT STOCK SHARRS

The Transfer of the Control of the C	JOINT ST	JOK 8	HARES.
Priday next, the 9th instant, having been declared a Public Holiday the Post Office ill be open for one hour only i.e. from 8 to 9 n.m. There will be one delivery and a collection from the Pillar Boxes as on Sundays. The	_	ongkong,	November 6th.
oney studer Office will be entirely closed.	COMPANT.	PAID UP.	QUOTATIONS.
CLOSING OF CHRISTMAS AND NEW YEAR PARCEL MAILS TO THE UNITED KINGDOM.	4 11 8	enaa	A
Parcels for the United Kingdom via Gibraltar posted up to 5 p.m. on the 16th instant are due London on the 22nd of December, 1906.	Albambra Banks—	\$200	\$120.
With an additional fee of 60 cents, parcels may be sent via Brindisi and if posted before p.n., on the 16th instant, would accompany the letter mail, which is due in London on the 15th D cember.	Hongkong & Shai. National B. of China	£120 ,	247, buyers
Parcels intended for New Year's delivery should also be forwarded by the mail of the 16th	Boll's Asbestos E. A		
istant, as the subsequent parcel mail of the 1st of December via Gibraltar is scheduled to crive in Lordon on the 5th January, 1907.	China-Borneo Co China Light & P. Co China Provident	\$10	\$10, sellers \$16, setters \$9.25, sellers
The rates of postage on ordinary parcels to United Kingdom are as follows:-	Cotton Miliage		
For a percel not exceeding 3 lbs. in weight 60 cents \$1.20 \$1.80 \$1.80	Hongkong International	*10	\$13, millers
All spreads rentaining Jewellery or any article of Gold or Silver must be insured. This	Laon Kung Mow	Tls. 100	Tls. 83
neludes Silver or Gold mounted Walking Sticks or Umbrellas; all insured parcels must be caled. The scals must bear the impression of a device or private mark. Coins must not be	Dairy Farm	\$6	\$17, buyers
sod for scaling purposes.	Docks and What's G.		10 . 1
The Bucton, with the German mail, left Singapore on Friday, the 2nd instant at 10 a.m., d may be expected here to-day.	New Amoy Dock	\$50	\$10), reflers \$10), reflers \$10), reflers
The Ernest Simons, with the French mail of the 12th ultime, left Singapore on Monday, to 5th just, at 4 p.in., and may be expected here on or about Monday, the 12th inst. This	Shanghai Dock and Eng., Co., Ld S'hai & H. Wlotef	'lls. 100	Tls. 104
acket brings replies to letters despatched from Hongkong on the 9th September.	Fonwick & Co., G :	,	\$22, sellers
#3 Main for *Claumon, *Wuchow and *Samenur will be closed on week-days at 30 a.m. a stat 6 p.m., until further notice.	Green Island Cement.		\$19, sellers
FOR PER DATE	Hongkong & C. Gas Hongkong Electric	F10	\$175, buyers \$15, buyers
igon Wednesday, 7th, 10.00 A.M. Wednesday, 7th, 10.00 A.M. Wednesday, 7th, 10.00 A.M.	H. If. L. Tramways Hongkong Hotel Co	\$50	\$216, huyers \$1124.
Wednesday, 7th,	Hongkong Ico Co Hongkong Rope Co		\$236, sellers \$23, sellers
Printed Matter and Sam- ples10,00 A.M.	Il'kong S. Waterlant		\$6, buyers
Registration 10.00 A.M. (Registration, with 'ate	Insurances— Canton	\$50	\$300, sellers
Postage 10 cents.)	China Fire	\$20	\$95, buyers
(Lecters posted in all the Pillar Boxes 191.45 A.M.)	China Tradors	\$25	\$95, buyers. \$3324, sales & b
in time for the first clearance will be a likely li	North China	25	Tis. 55.
No late fee,	Union-		\$775, sellera \$165, sellera
1 T A 1		4 16.14	

\$60 _\$165, sellers land and Building-Hongkong Landing \$109 - \$105, sellers Humphroy's Estate \$10 | \$111. Kowloon Land & H. \$30 Shanghai Land... Tls. 50 Tls 98 x new issue Tls. 25 Tls. 564, new issue WestPoint Building \$50 | \$60, sellers Mining-Charbonnages Fes. 250 \$450, nominal 19/10 | \$91, sellers Raubs.... Philippine Co. Collnories— China Sugar \$100 | \$145, sellers

Luzon Sugar Steamship Companies China and Manila ... \$25 | \$23, sollers Douglas Stomeship. \$50 | \$40, sellers H. Canton & M.... \$15 | \$27, buyers Indo-China S.N. Co. £10 572, buyers Shell Transport Co. £1 31 buyers \$10, \$26, sellers Star Ferry..... Do. New..... \$5 \$15, sellera \$59 Nominal Shanghai & H. Dyeing South China M. Post. \$25 \$22, sales Steam Laundry Co., \$5 | \$5.75, sales Stores & Dispensaries Campbell, M. & Co \$10 | \$32. \$10 \$8, sellere Powell & Co., Wm., \$10. \$4, sellers Watkins.... Watson & Co., A. S. \$10 | \$12; sales

> Do. Founders.... 410 | \$150. · VERNON & SMYTH.

HONGKONG TIDE TABLE.

\$4 | \$8; buyers

From November 7th to 13th, 1906. To correct Zone Time add 23 min, and 18 sec.

United nabestos

[2023]

Nov. 6th.

per picul

HOR WATER,			LOW WATER			
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Hongkong Observatory, Nevember 6th Previous Day On Date at 'On Date at. 4 \$1.111. 10 p., se. karometer ... Humidity Wind Direction Weather

REGISTER.

Highest open air Temperature on 5th 73 Lowest open air Temperature on 5th 62

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THE FIFTY YEARS ANGLO-CHINESE CALENDAR

日歷英中年十五 FROM 1ST JANUARY, 1864 TO 31ST DECEMBER. 1913, BEING FROM THE IST YEAR OF THE 图像由金 Kain Shang Lingmon-Lemon, ql. 76TH-CYCLE TO THE 50TH YEAR OF THE 76TH CYCLE, THAT IS THE 3RD YEAR OF Tung Chi To THE 39TH YEAR OF Kwang Sul.

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AVERAGE MARKET PRICES. November, 1st, 1906.

The Prices are given in Dollar Cents. BUTCHER MEAT. 內國語 Met Lung Pa Yuk—Beef, sirloin & prime cut 1b. 20 Ham Ngau Yok—Corned Beef , 20 Line Shiu Ngau Yok—Roast Beef , 20 Ngau Lam-Breast of Beef 15 Mary Ngau Yok Pa - Beef Steak 20 Ngau Yok Ch'ong-Sausages... , 26 Ngan No-Bullock's Brains per set 10 Ngau Lek-Beef Steak, Sirloin ,, 30 Ngau Le-Bullock's Tongue, fresh

和中級 Ham Ngau Le- ... corned 194 Ngau Tau-Bullock's Hoad 80 海中 Ngau Sam—. Heart ... lb. 12 用中國 Ham Ngau Kin—Heef Hump, Ngau Kök-Bullock's Feet ... each 7
PA Ngau Iu-Bullock's Kidney ... , 10 Ke Ngau Mei-Bullock's Tail , 17 Ngau Kon - Bullock's Liver ... 1b. 12

HA Ngau T'd-Bullock's Tripe, undressed .. 四面任中 Ngau Tsai Tau Kök—Calves, 骨牌单 Yong Pai Kwat-Mutton Chop 1b. 24 比单 Yong Pe-Leg of Mutton 21 手掌 Yong Shau-Mutton Shoulder , 20 随羊 Yong Tau-Sheeps' Head per set (7) Yong Sam-Sheeps' Heart ... 1b. 6 B羊 Yong Iu-Shoeps Kidneys ... 10 册单 Yong Kon-Sheeps' Liver ... lb. 24 Both Chu Kök-Pigs' Feet 12 5 Chi No-Pig Brains per set 2 题据 Chi Iu-Pigs Kidneypair 8 る障轄 Chu Pai Kwat-Pork Chop ... 21

Car Chu Sam-Pig's Hoart ouch 9 肝核 Chu Kon-Pig's Liver 1b. 28 任路 Cha Tsai-Sucking Pigs (to order) 油中生 Shang Ngau Yau-Boof Snot 油单生 Shang Yong Yau-Mutton Sust - 24 #4 Ngau Tsai-Venl 20 胞谱牛 Ngau LapChrong—HoefSausges ,, 2) BB中 Ngau Láp Ch'ong -- Veal ... 20 POULTRY.

Kai Tsai-Chicken Ma Sin Kai-Capons 越班 Pan Kau---Doves ench 15 國水域會 Sang Sheng Shou Ap-Wild Duck, -■ Ap—Ducks...... lb. 23 Kai Tun—Hen's Eggs doz. 25 風南海 Hoi Nám Kai-Fowla, Hainan... ,, 25 28 Ngoa-Goose 26 即野海上 Shong Hoi Ya Ngoa,—Goose, Wild

Shanghaipair --岡白 Pak Kop-Pigeons | Canton each 25 Hollow 22 存置 To Tsni—Hare Mis Shan Kar-Pheasant files Cha Ku-Partridge each -電花禾 Wen Fa Tsök—Rice Birds ... doz 65 So Ts'oi--Snipe..... each 25 公園人 Fon Kai Kung-Turkeys, Cock lb, 66 Fra Kai Mo-Purkeys, Hen ... 45

na Kai Yū-Barbely , 13 AB Pin Yu-Bream, 14 魚水溪 Tam Shou Yu-Canton Freshwater Fish 24 Man Yu-Codfish. 16 Hai—Crabs ,, 16 Mak Yu-Cuttle Fish, 13 海面鉄 Tit To Sha—Dog Fish...... 9 Hoi Sin-Eels, Conger ,, 17

Tom Shui Sin-Role, Fresh water 15 Wong San-Lels, Yellow 24 mm Tra Kai-Frogs 32 Tso Pak Ya-Herrings ,, 20 Halibut 24 Bit Lung Hà-Lobsters ME Shi Yu-Mackerol

Ga Chai Ya-Mullot Mong Yt--Monk Fish 1b. 24 Tau Lo-Perch Hau Taz Yu-Pike..... 28 Pak Ch'ong -Poinfret, White. , 28 AR Hak Ch'ong- , Black ... , 24

假则 Ming Hat Prawns 公狗C Sik Kau Kung—Rock Fish ... , Ch'un Yu-Roach Sa Ya-Shark 負友思 Ma Yau Yu-Salmon, Canton ... 32 放生 Shang Yu-Salmon, Fresh Water. 32 Ha—Shrimps 24 mm P'o Yu-Skate 10

9 y Lap Yü-Snapper , 24 及沙西 Tat Sa Yu-Soles...... 24 Man Yu-Tench , 18 MEN Kök Yü-Turtles, small, freshwater 56 魚號白 Pak Bit Yu-White Bait -

五平山金 Kam Shan Ping Ko-Apples, 文平本天 Tin T'sun Pin Ko-Apples, C'foo ,, -全海 Hoi Tong—Apples, small, Chefoo ,, 6 技蕾 Fan Chi-Apples, Custard,

数字本日 Yat Pun Ping Ko-Apples, 强吞雌者 Shang Sheg Heung Tsin -Bananas, fragrant, Canton

類香山 Shang Heung Tsiu-Bananas 栗風 Fung Nut-Chestnuts, Chinese .. 12 子题 Ye Tsz - Cocoanutseach 9 子提倡 P'é Tai Tsz-Grapes... 1st ql. lb. -Ning Mong-Lemons, Chinese ,

枝茎 Lai Chi-Lichees, Fresh......lst ql. ---.....2nd , -乾枝器 Lai Chi Kon-Lichees, Dried 1b, 45 Ning Mong-Limes, Saigon 世東呂 Lui Sang Mong—Mango, Manila 芒南安 On Nan Mong—Mango, Saigon ,, — 子竹山 Shan Chuk Tsz—Mangosteens doz. per 100 1st

及四洋 Yong Sai Kwä-Water Melon, American..... por lb. 6 Ry Sai Kwii-Water Melons China 1b. 3 瓜香 Hong Kwii — Musk Melon American each -Passion Fruit, American... per doz -Papaw 1st...... 15 10

2nd..... 檀白 Pak Lam—Olives ,, — Ch'ang-Oranges, Am., Sweet ,, 5 配無器 Chiu Chau Ch'ang—Oranges Swatow 配門酒 O Mun Ch'ang-Oranges, Macao ,, -精办政 Chu Sā Kat— " Small " — 精甜 Tim Kat— " Mandarin " —

型型法上 S'hai Sut Li-Pears, American lb -All SinTsi-Pears, Cooking, Canton .. -Sa La-Pears, Shanghai...... , 15 Min Hung Tsi-Persiminons large , 9 Hung Li-Plums, Swatow , -

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

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Departures from Hongkong to Canton daily at 8 a.m. (Sunday excepted), 9 p.m. (Saturday excepted). Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).

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Departures from Hongkong to Macao on week days at 2 p.m. SUNDAY SPECIAL EXCURSIONS leaving Hongkong at 9.30 A.M., and a Second Departure about 7 p.m.; Departures from Macao to Hongkong on week days at 7.30 a.m. On Saturdays a Second Departure about 7.30 p.m. On Sundays at 3 p.m. (See Special Express).

CANTON-MACAO LINE.

8.8. "LUNGSHAN," 219 tons, Captain T. Hamlin Departures from Macao to Canton on Monday, Wednesday and Friday, at 7.30 a.m. Departures from Canton to Macao on Tuesday, Thursday and Saturate, at 7.30 a.m.

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函数越本 Pun Ti Po Lo-Pineappl) ...ql Pineapple Coong only...2 id

林俊 Luk Yau—Pumelo, Amoy ...each — 植物源源 ChimLoLukYau—Pumelo, Siam .. 15 松食新 San Hop T'6-Walnuts, Fresh lb. -林在 Hop To-Walnuts, Green

VEGETABLES, &c. 竹油了班上 Shanghar Ya Chi Chuk-Artichokse, Shanghai 李蘇龍 Loong Soo Ta'oi -- Asparagus.. doz. --雪竹 Chuk Sun—Bamboo Shoots ... lb. — 基字 Ngi Tadi—Beans, Sprout 4 角碧 Tau Kok- " Long....... 12 香丽 Min Tau→ " Broad Tau- , French, S'hai ne 14

也沒門液 O Moon Bin Tau-Beans. Macao (French) 14 Best Hung Tau Ts'o i Bestroot ... each 2 ** Kau Sun-Cane Shoots.....bandle -西南 Taing Ke-Brinjals, Green ... 1b. 5 超元 Yuen Ke- " Red....... And Pak Ts'oi -- Brassica The Chuk Shun - Bamboo Shoots -

桑非 Kai Ts'oi—Cabbage, Chinese 亞乔海上 Shai Kai Ta'oi - .. Shanghai eac 1 11 Kam Sun-Carrots 1b. 9 在全位 Ye Ts'oi Fa—Cauliflower..... each — 花菜椰大 Ta Ye Teoi Fa— , Large Size , — 花菜椰牛 Chung Yo Te'oi Fa—Cauliflower, — Med. Size".... 秦章 Can Ts'oi-Celery, China lb. 10

東岸津 Yeung Can Ts'oi-Colery, Eng. , -成告 Fu Kwa—Bitter Squash Myst Kon Lat Chia-Chilies, Dried ,, 19 政統督 Tsing Lat Tsiu—Chilies, Green , 数花紅 Hung Fa Tsiu-Chilles, Red... , 10 成育 Ts'ing Kwa—Cucumbers 科財政加 Ka Li Te'oi Liu—Carry Staff, English

面證 Ch'ung Tau-Garlie..... 西老 Lo Keung —Ginger, old Tsz Keung-Ginger, young ... 10 Ts'ing Tau-Green Peas 五種 Kan Lik-Horse Radish, Shai , 43 * Suk Mai-Sweet Corn.....piece-本着 Young Shang Ts'oi -Lettuco... 2 Mush Melon

蓝蓝生.Shang Tsó Ku-Mushrooms, fresh 低級準 Young Ts'nng Tau - Unions, B'bay. 0 版生 Shang Ts'ung-Onions, Green ... , 4 頭热本日 Yal Pun Ts'ung Tan—Onions, Japanese

面视海上 Shanghai Ts'ung Tau—Onions, 描唱 buo ku—Okroes 菜完净 Young Yuen Si-Parsley, Eng.

bundle per lb \$2.50 仔萄洲鸡 Foochow Shu Tsai—Potacosa, Foochow 1b. 仔野海上 Shanghai Shu. Tsai—Potatoes;

子學本記 Yat Pun Shu Tsai -- Potatous. Japanese 3 仔婆門沒 O Mun Shu Tsai - Potatoes, Macao 存整旗花 Fa Ko Shu Tani-Potatoes. American

香 Fan Shu-Potatoes, Sweet 展冬 Tung Kwa—Pumpkia...... 英仔猪 Chu Tsai Ts'oi-Pursline 仔白羅紅 Hung Lo Pak Tsai—Radish ... ,, All Ye Ts'oi -Cabbage Rooteach -數 級花 Kon Ts'ung Tau—Shalots..... lb.--12 Yiu Ts'oi -Spinach 順学 Fu Tau -Taros

San Fan Ke-l'omatoes...... 值题 Lo Pak-Spinach Chinese ,, 翻選 Lin Ngau—Lily Root...... Man Young Lo Pak-Turnips, Eng. ,. 版面 Tsit Kwa-Vegetable Marrow, American 跨里 Ma T'ai — Water Chestnats,

南正林佳 Kwei Lam Ma Tai-Water; 路區 Chestnuts, Mandarin 英津四 Sai Yueng Ta'oi - Water Crosses , # k Tai Shu-Yams....

> C. W. BRETT Inspector of Markets.

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STEAMERS PASSED THE CANAL. Sept. 25th -Baron Ardrossan. 28th-Sunda. Idomeneus. Oct. 2nd -- Armand Behic. 5th-C. Ferd. Lacisz, Erzherzog, Franz Ferdinand. 9th-Formosa, Myrmidon, 12th-Alcinous, Hy. son. 16th-Albenga, Benlomond, Benledi, Pesha. wur. Cardiganshire. 19th-Andalusia, Ernest Simons, Oceanien, Atholi, Tyo Maru. 23rd-Glenroy, 26th-Glaucus, Nubia, Salazie, Mont. gomeryshire, Sibirien. 30th-Helene Rickmers, Peleus, Oceana, Socotra, Prinz Regent Luitpold, Teucer, Foxley, Namur. Nov. 2nd - Gneischau, Polynesien, Bingo Maru, Kanagawa Maru.

ARRIVALS AT HOME. Nov. 2nd-Prinz Heinrich, Saxonia.

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